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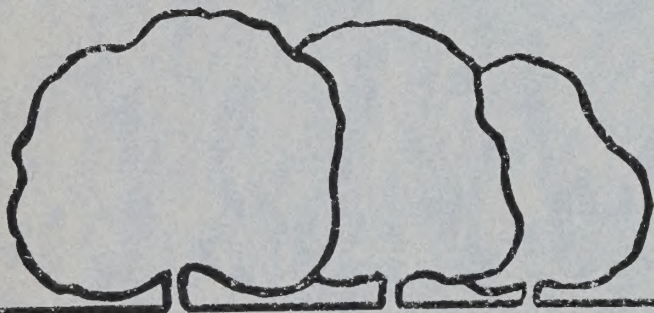
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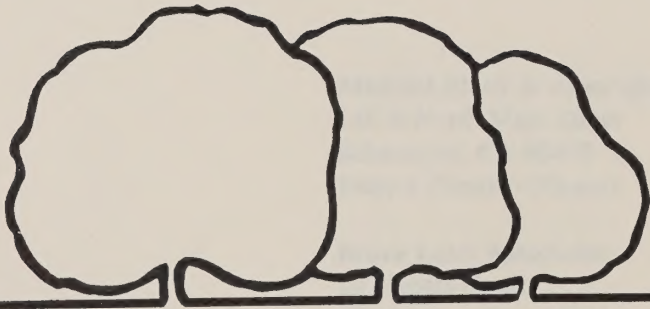
DOWNTOWN SPECIFIC PLAN



VOLUME I • MAY, 1993

THE CITY OF WOODLAND

DOWNTOWN SPECIFIC PLAN



VOLUME I • MAY, 1993

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TABLE OF CONTENTS

VOLUME I

	<u>Page</u>		<u>Page</u>
SUMMARY	1	LAND USE	12
INTRODUCTION	3	Description of Areas	
Historic Setting		Land Use Matrix	
Historical Resources		Area Development Standards	
The Intention		Goals	
The Vision		Policies	
		Actions	
DESCRIPTION OF THE PLANNING PROCESS	6	COMMUNITY, CULTURE & ENTERTAINMENT	24
The Intention		Goals	
Citizen Input		Policies	
The Consensus		Action	
DESCRIPTION OF PLAN CONCEPTS	8	HISTORIC PRESERVATION	26
Physical Environment		Goals	
Accommodating Pedestrians		Policies	
Public Transportation System		Actions	
Parking		CIRCULATION & PARKING	29
Bicycle Accessibility		Circulation	
Automobile Accessibility		Railroad Impacts and Mitigation	
Historic Preservation		Goals	
Landmarks		Policies	
Design Guidelines		Actions	
Environmental Resources		Parking	
Economic Viability		Goals	
Community Life		Policies	
		Actions	

TABLE OF CONTENTS (Cont.)

	<u>Page</u>		<u>Page</u>
ENVIRONMENT	38	LIST OF MAPS	
Goals		Map 1 - Land Use	23
Policies		Map 2 - Historic Resources	28
Actions		Map 3 - Parking Districts	34
		Map 4 - Parking and Circulation	37
ECONOMIC	47	LIST OF ILLUSTRATIONS	
Goals		Illustration 1 - View of Main Street	7
Policies		Illustration 2 - Main Street Section	33
Actions		Illustration 3 - Typical Streetscape Design	41
		Illustration 4 - Detail for New Sidewalks	42
		Illustration 5 - Intersection Treatment	43
DESIGN GUIDELINES	51	Illustration 6 - Bike Racks	44
Uses for the Guidelines		Illustration 7 - Litter Container and Bench	45
Design Review Criteria		Illustration 8 - Street Light Detail	46
New Building & Renovation of Existing Building		Illustration 9 - Prototype Block of Main Street	55
Historic Restoration			
Signs		APPENDICES	
Streetscaping		Appendix A - Issues	
Landscaping		Appendix B - Plant Materials	
Goals		Appendix C - Standards For Rehabilitation	
Policies		Appendix D - Architectural Styles	
Actions		Appendix E - Survey Criteria	
		Appendix F - National Register	
IMPLEMENTATION PRIORITIES	74		
		VOLUME II (see separate document)	
		Downtown Economics	
		Streetscape Budget	
		Recommended Modification to Sign Ordinance	
		Traffic, Circulation & Parking	

SUMMARY

The Downtown Specific Plan addresses both the need for aesthetic and economic revitalization and the Community's vision for the future. As with most cities, Woodland's downtown is dominated by vehicular traffic and, consequently, is not very inviting to pedestrian use.

In addition to the conflict between the pedestrian and the motor vehicle, there is a lack of a viable Downtown economy and a lack of attractive, convenient parking lots. Also, the Downtown presently has an excessive number of vacant buildings, buildings in need of structural and aesthetic rehabilitation, and a generally unattractive appearance.

At the same time, the Downtown contains an abundance of beautiful examples of historical architecture, very attractive public buildings in a park-like setting, and several recently rehabilitated buildings that set the tone for a revitalized downtown. Recently, the community completed the first phase of a streetscape beautification project that greatly enhances the image of a revitalized

downtown. These actions and those rehabilitated buildings have provided the incentives for a community based planning effort.

Although recent actions by the City improved the Downtown, the City realized these actions alone were insufficient to stimulate an economic revival. Hence the decision was made to prepare this comprehensive Downtown Specific Plan.



As the community realized that problems and issues can also be seen as opportunities, a vision for the Downtown emerged that is built upon the quality of the remaining historic structures. By creating beautiful, shaded sidewalks, tree lined streets, well placed parking lots, and incentives for the skillful rehabilitation of existing buildings, the result will be an environment that will attract retail and related growth

appropriate for the needs of the citizens of Woodland.

Since much of the traffic on Main Street is through traffic, the plan is to eventually divert the non destination traffic to a Court Street and Lincoln Avenue one-way

couplet. The north side of Main Street will contain diagonal parking, which will slow the traffic while providing more convenient street parking. More landscaping will be introduced on both the north and the south sides of the street, providing a proper setting for shaded seating areas.

The land use section of the plan addresses the need to redefine the boundaries of the Downtown in order to develop a retail, dining and entertainment area that is convenient to pedestrian usage. In order to accomplish this need it was determined to confine the "core" of the Downtown to an area that is only six blocks in length in the east-west direction and which expands the use of retail and dining establishments along the north-south streets between Court Street and Lincoln Avenue. It divides the Downtown into five areas, each with its own development guidelines. The central core, which is along Main Street, is to be the center of retail and entertainment activities and is to contain office buildings and residential developments. The Court Street corridor is intended to be primarily for governmental and office buildings. The area along the residential neighborhoods is a transition area which is designated to accommodate a mixed use of offices and residential planned unit developments. The area along East Street, north of Lincoln Avenue, is to be developed as a park-like setting containing office, and some retail uses. The area along East Street, south of Lincoln Avenue, is to contain medium density residential uses compatible with surrounding neighborhoods.

On the north side of Main Street, Freeman Park will be integrated with the new Community Center. Heavy emphasis will be placed on the visual beauty of the setting and the linkage with the development of Main Street.

This Downtown Specific Plan also contains a set of design guidelines that are intended to guide both renovations and the development of new structures. These guidelines, which also address signage and landscaping, are carefully structured to encourage a quality of development that not only relate to Woodland's historic past, but its vision of its future as well.

The implementation section of the plan provides a list of implementation priorities.

**"We have specialness,
uniqueness— this is our
place unlike anywhere else."**

— Tom Stallard

INTRODUCTION

HISTORIC SETTING

Woodland had its beginning as a community in 1853 when Henry Wyckoff built a small wooden store near what is now the corner of Sixth and Court Streets. Wyckoff named his general store "Yolo City" and it became a stopping point for travelers riding through the small village on the trail heading north along the west side of the valley or on the trail heading east to Sacramento. Yolo City also served pioneer farmers who began settling in Yolo County.

In 1857 Missourian Frank S. Freeman arrived in Yolo County and purchased Wyckoff's store. He built a simple wooden house just north of the store (still standing) and also acquired 160 acres of land which he envisioned becoming a prosperous town. Freeman established the post office in 1861 and the new town was named "Woodland" by his wife Gertrude on account of the surrounding wooded acres of majestic Valley Oak trees. The first attempt to name the city "Oakland" was rejected because the letter with the request was received by the state one day after the City of Oakland submitted their request. In 1862 Woodland became the county seat of government for Yolo County.

The coming of the railroad in 1869 brought the world closer to Woodland and the town began to prosper as a trading center for a rich agricultural region. Much wealth

was derived from the land by farmers and ranchers and Woodland's commercial sector became vibrant.

Skilled carpenters and brick masons who settled in Woodland built many of the early Victorian commercial buildings, churches, and public schools. By the 1880s several self-trained architects and builders had established planing mills in Woodland and proceeded to design and construct outstanding examples of Victorian residential and commercial buildings. This appreciation for local architecture and craftsmanship became a tradition in Woodland. Early landmark buildings included Hesperian College, the Byrns Hotel, the Opera House, the first Courthouse and Hall of Records, the YMCA Building, the first City Hall, the Jackson Apartment Building, the Farmers and Merchants Bank, and the Julian Hotel. Although all but two of these early landmarks are gone, their picturesque designs inspired many others that followed.

Between 1890 and 1905 several new banks were established in Woodland by wealthy local investors. During the first two decades of the twentieth century several top architects from the Bay Area were commissioned to design new banks, schools, and public facilities. The new century ushered in a new year of optimism for Woodland. The town's business community organized a chamber of commerce in 1900 to boost the town's advantages. Women, too, worked actively for their town, and their efforts resulted in the establishment of the library, City Park and cemetery. In 1910,

Woodland was the largest city in the county, with a population of 3,187. For the next forty years, Woodland remained a remarkably stable community, growing slowly but steadily in population, businesses, and industries. Its industrial plants were principally agricultural, and three rice mills, a sugar beet refinery and a tomato cannery were built during this period.

In the late 1950s the Redevelopment Agency was organized by the City Council. Although the Redevelopment Plan was never adopted, the agency continued to exist although in name only. In the 1960s several prominent buildings subsequently met the wrecking ball including the Romanesque Farmers and Merchants Bank and the Julian Hotel. Others, like the Woodland Opera House, miraculously survived.

By the mid-1970s the seeds of the historical preservation movement had been planted in Woodland. The Yolo County Historical Society succeeded in purchasing the Opera House and planning for its eventual restoration. The Federal government's strategy for urban revitalization had now shifted from demolishing the old to providing financial incentives for preserving and renovating historic buildings.

During the 1980s Downtown Woodland began to show signs of life as several local property owners renovated key historical buildings under the Federal Historical Preservation Tax Credit Program. The restoration of the Opera House was completed with Federal and State grants

and the Yolo County Courthouse facade was completely refurbished with state and local funds. A new innovatively designed County Administration Building was constructed Downtown as was a new *Daily Democrat* newspaper building and a recreation of the Northern Electric Railway Depot. The community showed its appreciation for historical preservation and civic improvements by approving a bond measure which financed a major renovation and expansion of the Woodland Public Library.

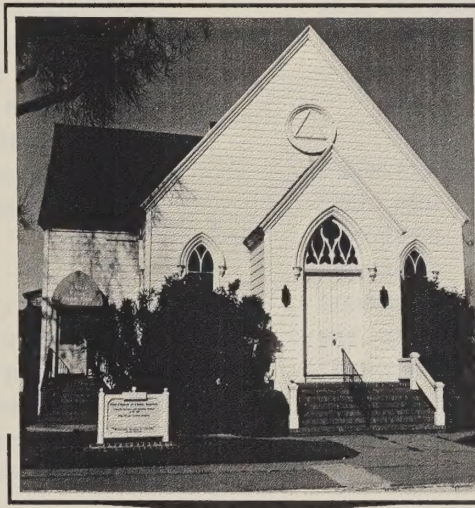
Public appreciation and support for the renewal of Downtown Woodland was gaining in popularity as the 1980s came to a close. The Woodland Downtown Improvement Association, Inc., became actively involved in mobilizing political support for a second try at Redevelopment and for developing a community-shaped "Downtown Specific Plan." The Woodland Redevelopment Agency adopted a redevelopment plan in 1989 which will insure the revitalization of downtown Woodland for many years to come. The City of Woodland, committing anticipated Redevelopment Agency funds, invested \$1.25 million dollars in streetscape improvements along Main Street, and Heritage Plaza was constructed for community events.

HISTORICAL RESOURCES

The City of Woodland completed a city-wide Historical Resources Inventory in June 1982. The criteria used to place structures in the Inventory is listed in Appendix E.

The buildings identified in this Inventory make up the majority of buildings identified as "historic" on the Historical Resources Map. Additional historic structures have been added to the 1982 Historical Resources Inventory by the Historic Preservation Commission and the Citizen's Steering Committee. The Historical Preservation Commission has added a limited number of structures that are included in two walking tour booklet. The additions made by the Citizen's Steering Committee are in most cases homes and buildings of local interest and significance that contribute to the neighborhood settings.

There are currently five structures in the Downtown area which are on the National Register of Historic Places. The City's 1982 Historical Resources Inventory identified 16 buildings within the Specific Plan area that are recommended or eligible for National Register status (see Appendix F). Other buildings may eventually be recommended based on completion of an update to the Historic Resources Inventory currently underway. The Historical Resources Map identifies the National Register Buildings and those recommended for National Register status.



The original family home built in 1857 for Frank S. Freeman, founder of Woodland, still stands at 1037 Court Street. This simple two story home is recommended to be preserved due to its association with Frank S. Freeman and the settlement of the Woodland area. Special efforts should be made by the City to ensure the preservation and eventual restoration of this very significant link with Woodland's past.

The City's Historical Preservation Ordinance established a process for designating historical landmarks and historical districts. There are two historical districts in the Downtown area: the Yolo County Courthouse and its grounds, and the Woodland Opera House State Park (also a state historic landmark). The Historical Resources Map also identifies the location of three City of Woodland Historic Landmarks, a State Point of Historical Interest, and two City of Woodland Historical sites.

THE INTENTION

The intention of this Specific Plan for Woodland's historic Downtown is to revitalize the "heart" of the city thereby re-establishing it as the specialty retail, business, entertainment, and cultural center of the community and to enhance its role as the governmental center for both the City and Yolo County.

THE VISION

The vision guiding this Specific Plan is a pedestrian oriented Downtown where shoppers of all ages and business people stroll on handsome, well-kept sidewalks covered by shade trees, canopies, and tasteful awnings. Colorful umbrellas will signal the presence of outdoor cafes. Historical buildings will be fully rehabilitated, identified and entirely occupied by offices, housing units, and other needed uses above specialty retail and restaurants. A variety of shopping, dining, and entertainment opportunities will be offered. The Downtown will be a healthy and beautiful place for people of the community to meet, socialize, conduct business, and celebrate the community life together.

The atmosphere will reflect that rare quality that makes Historic Downtown Woodland both unique and memorable. As time goes on, this place will become even more lively and more inviting. New generations will experience the inspirational legacy left to them by those people of Woodland who truly shared a vision of lasting beauty and timelessness.

**"Ownership of downtown by
the community."**

— Jan Hieble

DESCRIPTION OF THE PLANNING PROCESS

THE INTENTION

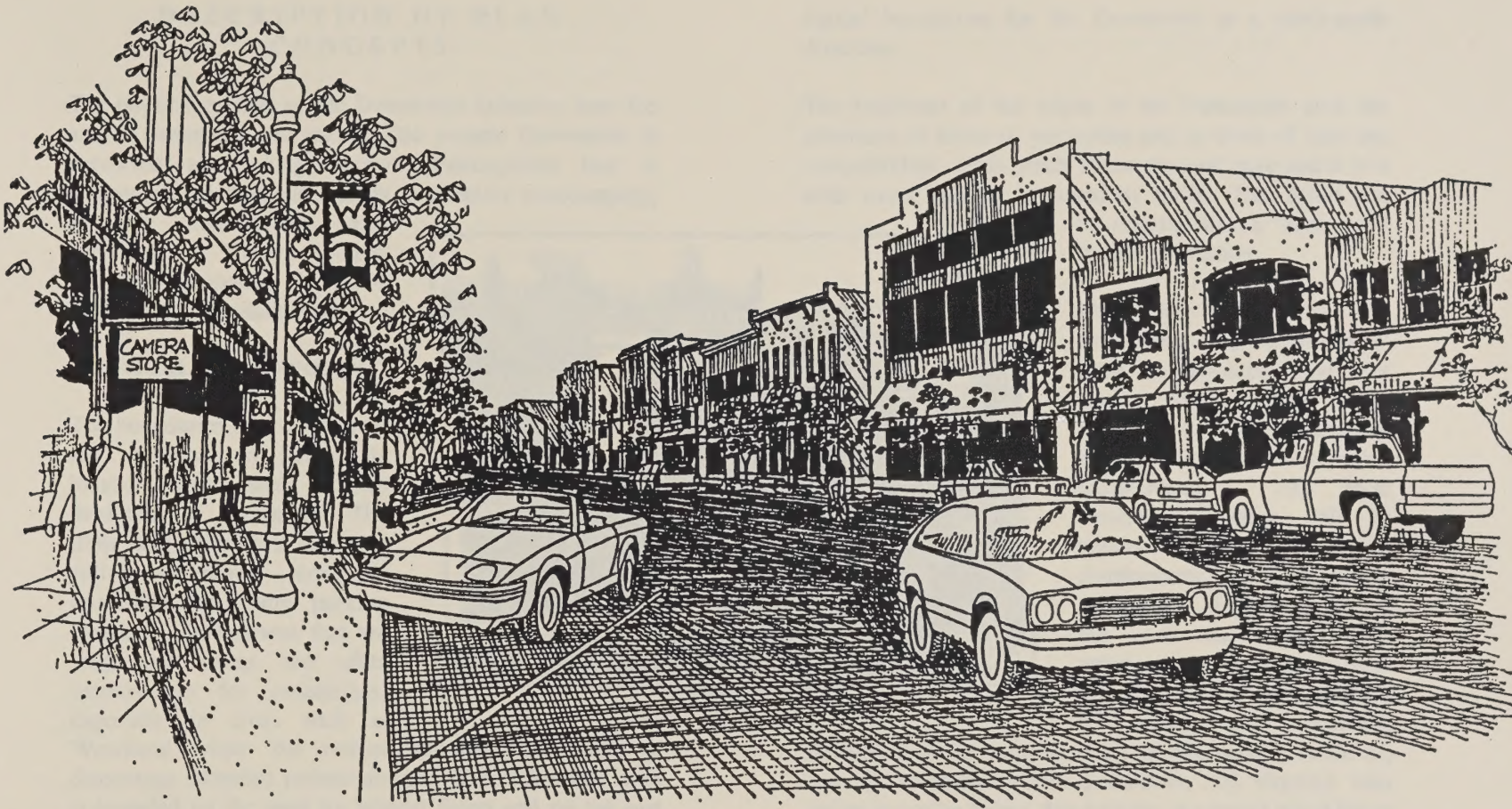
The planning process was designed to maximize citizen participation and to achieve a practical consensus. The City Council appointed a citizens steering committee to guide the process and to serve as a conduit of information to the rest of the community.

CITIZEN INPUT

Following a Walking Tour, four public workshops were held, with notices posted throughout the City, sent to Downtown property owners and distributed to all Downtown businesses. Workshop I and II were brainstorming sessions to define the issues, opportunities, and constraints. By using a 'hands-on' process called "Environmental Modeling," Workshops III and IV offered the participants the opportunity to develop alternative visions and solutions for the Downtown's revitalization.

CONSENSUS

Schematic plans developed at the workshop were the basis for the consensus concept plan recommended by the Citizens Steering Committee. Following the work of the Committee, public hearings were conducted by the City Planning Commission and City Council, for the adoption of the Plan.



VIEW OF MAIN STREET

DESCRIPTION OF PLAN CONCEPTS

The physical aspects of the Downtown influence how the area is perceived and used. The present Downtown is perceived as a long, narrow thoroughfare that is automobile oriented and lacking in effective streetscaping, aesthetic cohesiveness and definition. Under utilized buildings announce the need for economic revitalization.

PHYSICAL ENVIRONMENT

The boundaries of a downtown are important to define its location, shape, size, and the treatment of its edges. The most ideal situation is where an entire downtown area is accessible from any parking location. Downtowns that are long and linear are often inconvenient for pedestrians, especially in areas such as Woodland where the intense summer heat tends to discourage extended pedestrian use. The Downtown area is bounded on the west by Walnut Street and on the east by East Street. The widening of the Downtown is recommended in order to limit the need to expand in the east-west direction. North and Lincoln Streets form

logical boundaries for the Downtown in a north-south direction.

The treatment of the edges of the Downtown area are important in terms of perception and in terms of land use compatibility. East Street forms the east edge and it is a wide street, heavily impacted by traffic. East Street and the railroad form a "hard edge" for the Downtown.



The west edge of the Downtown is a "softer edge" since the adjoining land uses along Main Street and Cleveland are more compatible with the anticipated Downtown development. The most sensitive transition will be between the Downtown development and single family residential neighborhoods to the north and south. The proposed land uses along these boundaries is to be a mixture of office and residential

development that complies with the following criteria: (1) low to moderate traffic generators, (2) daytime uses unless it can be shown that evening use would not infringe on residential uses, and (3) compatible with the residential character and use of the area.

While much of Downtown Woodland's economic growth will take place by utilizing existing structures, additional structures will be necessary in order to accommodate future growth. There are many opportunity sites to receive this in-fill development.

The intention is to create a specialty retail, office, and entertainment center along Main Street, to preserve and enhance the governmental center along Court Street, to provide buffer zones that would protect the existing single family neighborhoods, to provide multi-family, single room occupancy, and senior citizen housing that would bring people to Main Street on a 24-hour basis, and to provide a development adjacent to East Street that would complement the Downtown.

The area north of Main Street between Fourth Street and the railroad line will provide for the retention and beautification of Freeman park within a community center complex. A mixed use Planned Unit Development (PUD) zone is designated for the area between Fourth Street and East Street and between Lincoln Avenue and Pendegast Street. The intention for this area is to provide a pedestrian and bike path that would connect to the central core area.

New governmental facilities should locate along Court Street. The "L" shaped single family residential area along a portion of Walnut Street south of Main Street and along the north side of Lincoln Avenue shall be preserved.

ACCOMMODATING PEDESTRIANS

The concept is to increase the use of the Downtown area by adding streetscaping to beautify the sidewalk areas and to provide shade and conveniences such as kiosks and benches. Deciduous street trees will cool the sidewalks in the heat of the summer while allowing the sun to warm them in the cool of the winter. Encouraging more awnings and canopies will also contribute to making the north side of Main Street more comfortable in the warmer months. Pedestrian pathways that would link existing and proposed parking lots to Main Street are also encouraged. Bulb-outs along Main Street are introduced in order to allow for more trees and to provide space for benches and outdoor cafes.

PUBLIC TRANSPORTATION SYSTEM

The Downtown should be the center of a public transportation system. Encouraging the public to take advantage of a convenient and efficient public transportation system is the surest way of reducing the impact of private automobiles. Reducing the reliance upon automobiles in the Downtown will lessen the demand for parking, improve air quality and make the Downtown more pedestrian friendly.

PARKING

Parking is an essential element in the economic viability of the Downtown. It is important that there be sufficient and convenient parking facilities within the Downtown to accommodate the need. Parking facilities should be located throughout the Downtown with some lots located adjacent to uses which generate high traffic volumes. Parking lots should be avoided which front on Main Street. Future parking garages are to be built when the need for additional parking exceeds the capabilities of the surface parking lots.

BICYCLE ACCESSIBILITY

The increased use of the bicycle as a mode of transportation to and within the Downtown area is encouraged by creating obvious and convenient bicycle parking throughout the area. This will reduce the use of autos and therefore the impact of motor vehicles within the Downtown area.

AUTOMOBILE ACCESSIBILITY

The Downtown must be accessible by vehicles in order for it to be successful, but it also must be pedestrian friendly. In order to accomplish both of these goals, it is the objective to encourage through traffic to utilize Court and Lincoln. Lincoln and Court Streets will serve as one way couplets to provide for a more direct and easier connection. The intent is also to reduce the speed of

traffic on Main Street. This will be accomplished by utilizing forty-five degree parking on the north side of the street and having traffic signals at each block. All of this would result in increased pedestrian safety, a friendly shopping environment and an increased ability for motorists to notice the availability of stores, restaurants and entertainment opportunities.

HISTORIC PRESERVATION

Woodland's special visual character is created by its many historic buildings. They are the City's most important assets. Since many have been demolished, it is imperative that those that remain are protected and structurally and aesthetically upgraded. Historic buildings are also under-utilized and are therefore significant resources in terms of Downtown development. Furthermore, it is possible to "re-create" historic buildings which have been destroyed as demonstrated by the train depot.

LANDMARKS

Landmarks are important ingredients in a community in that they provide orientation and meeting places. They are often historic and form ties with the past. Woodland's Downtown has an abundance of landmarks such as the Historic Opera House and the adjacent Heritage Plaza, the city hall, library and the county court building. The Hotel Woodland building is also an important landmark and, as such, should be restored.

DESIGN GUIDELINES

Design guidelines are presented that will guide both new development and the renovation of existing buildings. The Guidelines advocate improvements which are appropriate and compatible with the character of existing buildings while also allowing for variety in design.

ENVIRONMENTAL RESOURCES

In addition to the many old trees in the Downtown area, Heritage Plaza, Freeman Park and the park like settings of the library and other governmental buildings on Court Street are important environmental resources which should be protected.

ECONOMIC VIABILITY

The paramount purpose of this plan is to create an economically viable Downtown. The objective is also to intensify the office uses in the Downtown area which will in turn support additional and higher quality eating establishments and some retail establishments such as book stores. The concentration of entertainment opportunities in the Downtown area will also support these additional retail and eating establishments. The development of these establishments will also be encouraged by the physical improvements intended for the Downtown such as the improved and new parking lots, the pedestrian paths linking these parking lots to Main Street, the streetscaping and other improvements.

COMMUNITY LIFE

Downtowns are the hearts of their communities. Historic Downtown Woodland has served the City in this capacity since the City was founded. It was the center of economic, cultural, and community life until the commercial area of the City expanded along Main Street and East Street and to the County Fair Mall, which is also the location of a cinema complex.

The driving concept of this Specific Plan is to recreate a healthy heart for the City by revitalizing the Downtown. Although the Opera House and the film theater do serve some of the cultural and entertainment needs of the community, they are not enough to create the critical mass of activities that serve to energize a Downtown with community activity. The Downtown needs more restaurants, theaters and night spots. The proposed parking and streetscaping improvements are intended to make the area more attractive to these uses.

LAND USE

The Downtown Specific Plan is divided into five areas which are shown on Map 1. The Land Use Matrix identifies the allowed uses in each area. In addition, Development Standards are provided for each area.

DESCRIPTION OF AREAS

Area A

The Court Street area is currently the location of city and county governmental buildings. Many of these buildings are of major historic significance and are quite handsome. Full size trees and large lawn areas create a gracious atmosphere. Older homes on Court Street have been converted to office uses.

Area A is intended primarily for additional governmental buildings and office buildings. All governmental buildings that meet the following criteria should locate in Area A:

- * Serves public on a regular basis
- * Strong functional relationship with other governmental agencies.
- * Significant number of employees
- * Office environment (i.e. no outside storage)

Supplemental uses such as stationery stores, copy and printing establishments, hair stylists and flower shops will be allowed in order to serve the office workers.



Area B

The Main Street corridor currently passes through the area that is widely defined as "Downtown Woodland." Area B is intended to contain the retail, dining, and entertainment uses within the Downtown area. It extends north to Dead Cat Alley and south towards Lincoln Avenue in order to offer an area for expansion.

Professional service offices and educational facilities such as business schools, dance, and art schools and university extension are also preferred to be located in this area. These office and related uses are to be located on the second and third floors of the historic buildings on Main Street and in new structures within the Area. Another desired use for the upper floors of the historic buildings is housing. Senior citizen housing and single room

occupancy apartments and hotels are also appropriate uses for the Downtown area.

The objective is to have Area B heavily used by pedestrians and to add night life by adding film theaters, playhouses and night spots at appropriate locations.

The Freeman Park block, while in Area B, is also intended to enhance the east entry to the downtown by introducing a Community Center complex which would utilize the Park as its open space. This location for the Community Center will serve to bring more activity into the Downtown area in both the daylight and evening hours. This setting provides a significant opportunity to add visual beauty to this important area and to "reclaim" Freeman Park for the entire community.

New housing could be introduced in combination with retail and office uses. Housing within the Main Street corridor would also introduce an element of security for those using the Downtown in the evening time.

Area C

The north, south, and west boundaries of the Downtown abut single-family neighborhoods. The two "C Areas" are intended as buffer zones to limit intrusion into these residential areas from the administrative uses on the south

side of North Street and from the increasing traffic on Lincoln Avenue and Cleveland Streets. It is anticipated that there may be an interest in the adaptive reuse of single family homes by low traffic impact users. These changes must be consistent with the overriding need for historical preservation and neighborhood preservation in this area. It is the intent of this Plan to protect and maintain the residential area near Walnut and Lincoln.

Area D

The intent is to use a part of the large undeveloped portion of this area as an important entry statement to the Downtown. The entry statement must complement the central core of the Downtown in a manner that is at once informative, gracious, and inviting. Careful consideration must be given to preserve the heritage oak tree at Sixth and Main Streets.

The balance of the vacant part of Area D is to be utilized by "garden office" developments that are heavily landscaped with usable open space areas. The open space can be privately owned provided that it contributes to the area's attractiveness. The office developments may extend from Main Street to Lincoln Avenue and take up the entire area between Fifth Street and the Rail line. The Southern Pacific Railroad depot has been relocated to this area and is being converted to a railroad museum. A landscaped berm with a pedestrian/bike path and wrought

**"I would like it to
reek of quality."**

— Dennis Gay

iron fencing would be provided along the railroad right of way.

One other feature will characterize Area D. A "Welcome to Historic Downtown Woodland" sign or monument is to be constructed along the Main Street frontage. The exact design will be determined in the future. The location will be near the oak tree at Sixth and Main Streets.

Area E

A portion of this area addresses the need for housing in the City. The concept is to provide a mixed use (commercial and residential) planned unit development. Commercial uses would be located between Sixth Street and the railroad. The area west of Sixth Street would provide for medium density residential uses, at a density of 15 units to the gross acre, that would provide a transition area to the existing historic residential neighborhoods. Both passive and active open space should be provided for those living and working in the area. Neighborhood type retail could also be included here.

**"More trees and
bike paths."**

— Anna Lynn Dayton

LAND USE MATRIX

The purpose of the Land Use Matrix is to designate the uses permitted within each Area of the Downtown Specific Plan. To determine in which area a particular use is allowed:

1. Find the use in the left hand column.
2. Read across the matrix until either a "letter" or an "x" appears in one of the columns.
3. If an "x" appears in a column, the use is allowed by right within that Area.
4. If a "letter" appears, this means that the use is allowed in the Area represented by that column, but only if certain conditions are complied with.
5. If neither a "letter" or an "x" appears, the use is not allowed in that Area.
6. The Community Development Director and/or the Planning Commission shall interpret the appropriate zone for any land use not specifically listed in the matrix.

The following special conditions shall apply to those land uses indicated by the corresponding letter in the Land Use Matrix:

- a - Conditional Use Permit required and subject to the following conditions:
 1. Such use must be located more than 750' from any of the following zones: O-S, R-1, R-2, R-M or N-P.
 2. Such use must be located more than 1,000' from any other such use.
- b - Conditional Use Permit required if there is parking or service of vehicles.
- c - Conditional Use Permit required.
- d - Not permitted on Main Street.
- z - Zoning Administrator permit required.

LAND USE AREA MATRIX

TYPES OF USES	AREAS				
	A	B	C	D	E
Accessory buildings and uses appurtenant to a permitted use	x	x	x	x	x
Adult Bookstores		a			
Adult Motion Picture Theaters		a			
Agricultural uses and structures					
Airports					
Ambulance service					
Antique stores	x	x	x	x	
Appliance sales, service, and supply		x			
Auto sales, new & used, including RV, trailer, & motorcycle		c			
Auto rental or lease agency		x/b			
Auto parts & accessory store, including radio, stereo, or CB shop		x			
Auto and truck service stations		c			
Auto--minor service & repair. Includes such uses as tire sales & service; radiator replacement; brake service; diagnosis & tune-up; glass installation & smog inspection		c			
Auto--major service & repair. Includes such uses as transmission rebuild; radiator rebuild; starter/generator rebuild; body repair; paint shop & machine shop		c			
Auto-Lube Shop		c			
Bakeries	x	x			
Barber and beauty shops	x	x	x	x	
Bars, cocktail lounges, and taverns		c		c	
Bed & Breakfast Facilities	z	z	z		
Boarding and rooming houses	c	c	c		
Bowling Alleys		c			
Building materials sales yard					
Bus Depot				c	
Cabinet, carpenter, and woodworking shops		c			
Cafes, coffee shops and restaurants, except drive-thrus	x	x		x	z
Cardrooms		c			
Car washes					

Legend

- a* Conditional Use Permit required and subject to following conditions:
1. Must be 750' from any of the following zones: O-S, R-1, R-2, R-M, or N-P.
 2. Must be 1000' from any other such use.
- b* Conditional Use Permit required if there is parking or service of vehicles.
- c* Conditional Use Permit required.
- d* Not permitted on Main Street.
- x* Permitted Use.
- z* Zoning Administrator Permit Required.

LAND USE AREA MATRIX (Cont.)

TYPES OF USES	AREAS				
	A	B	C	D	E
Cemeteries, crematories & columbariums					
Churches	c	d	c		
Clothes cleaning & laundry pick-up stations	x	x	z	z	
Commercial recreation facilities, other than those listed		z			
Communication and public utility service facilities		z			
Dance halls		c			
Drive-in restaurants					
Drive-in theaters					
Drug stores and pharmacies		x			
Electrical sales, service, and supply					
Equipment rental					
Farm supply & implement sales & service					
Film processing pick-up stations	z	x			
Financial institutions without drive thru facilities	x	x		x	
Financial institutions with drive thru facilities	z	z			
Fire extinguisher sales & service					
Flea markets					
Florists	x	x	x	x	x
Food and grocery stores		z		c	c
Fortunetelling		a			
Funeral homes and mortuaries	x	x	c		
Gift Shops, Curio	x	x		x	
Glass sales, service, and supply		x			
Golf courses, golf driving ranges					
Hardware stores		x			
Heating and air conditioning sales, service and supply		z			
Heliports					
Hospitals					
Hotels and motels		c		c	
Hydraulic equipment, well drilling, sales, service & supply					
Janitorial					
Laundromats	x		z	z	z

Legend

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 - 1. Must be 750' from any of the following zones: O-S, R-1, R-2, R-M, or N-P.
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- x Permitted Use.
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LAND USE AREA MATRIX (Cont.)

TYPES OF USES	AREAS				
	A	B	C	D	E
Laundry, dry cleaning plants					
Liquor sales, on and off sale	c	c		c	c
Locksmiths		x			
Machine shops					
Medical and dental clinics	x	x	x	x	
Medical laboratories	x	x	x	x	
Mini Marts		c			
Mini-storage facilities					
Miniature golf	c	c		c	c
Multi-use developments	c	c	c	c	c
Newspaper/Publishing		c			
Offices	x	x	x	x	z
Opticians	x	x	x	x	
Parking facilities, including truck parking and park & ride lots					
Parking facilities, off site	c	c	c	c	
Passenger terminals		c		c	
Pet Grooming	z	z			
Pipe sales, service, and supply					
Plant nurseries and green houses		z		z	
Plumbing sales, service, and supply (no outside storage)		z			
Pool halls		c			
Pool service and supply					
Prescription pharmacies	x	x	x	x	
Printer/Copies	x	x	z	x	
Produce stands		x			
Public and Private Schools	c	c	c	c	c
Public and quasi public buildings and uses appropriate to area	x	x	c	c	c
Public scales					
Pump sales, service, and supply					
Recreation vehicle and boat storage					
Recycling service centers					
Regional Offices with minimum bldg. size of 30,000 square ft.	x	x		x	

Legend

- a Conditional Use Permit required and subject to following conditions:
 - 1. Must be 750' from any of the following zones: O-S, R-1, R-2, R-M, or N-P.
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LAND USE AREA MATRIX (Cont.)

TYPES OF USES	AREAS				
	A	B	C	D	E
Regional Outlet Shopping Centers		x			
Rental Centers					
Research and Development Facilities					
Residential -single family/duplex/split lot	z	z	z		z
Residential - multiple family	z	z			z
Residential hotels		c			
Retail stores and shops (not otherwise listed)	z	x	z	z	z
Rice storage, excluding processing					
Sewage ponds, storm drainage basins					
Shoe Repair					
Shopping centers		c			
Sign companies		x			
Skating rinks		c			
Social halls, lodges, fraternal	z	x	z		
Studios - art & craft/dance	x	x	z	z	z
Swimming, tennis, racquetball, and health clubs	c	c			
Taxi cab service		x			
Technical, trade & craft schools & studios	x	x	z	z	z
Temporary construction storage yards					
Temporary outdoor uses					
Theaters	c	x			
Tire recapping					
Travel trailer parks and overnight campgrounds					
Upholstery		x			
Variety stores		x			
Veterinary offices and clinics	z	z			
Video game centers		z			
Video games when incidental to a permitted use	x	x	x	x	x
Welding shops					
Wholesale and distributing businesses					

Legend

- a** Conditional Use Permit required and subject to following conditions:
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- b** Conditional Use Permit required if there is parking or service of vehicles.
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- z** Zoning Administrator Permit Required.

AREA DEVELOPMENT STANDARDS

	AREAS				
	A	B	C	D**	E**
Height	65'	65'	40'	65'	40'
Front Yard & Street Side Yard Setback	Average*	Average*	Average*	Average*	20'
Side Yard Setback	Average*	0	Average*	Average*	15'
Rear Yard Setback	0 (except adj. to Res., then 10')	0 (except adj. to Res., then 10')	20' (except adj. to Areas A or B, then 10')	0(except 30' setback from RR center line)	0(except 30' setback from RR center line)
Parking	Per parking district	Per parking district	Per parking district	Per ordinance	Per ordinance
Lot Coverage	60% (except adj. to Res., then 50%)	100%(except adj. to Res., then 50%)	60% adj. to Areas A or B, 50% adj. to Res.	60%	50%

* Average: use the average setback on the block where the project is located

** Planned Unit Developments encouraged with increased open space

GOALS

1. Promote cultural and social diversity in the Downtown area land uses.
2. Provide a variety of land uses that contribute to the historical nature and economic viability of the Downtown area.
3. Provide for a mix of compatible land uses that contribute to all the other goals of the Downtown Specific Plan.
4. Provide for land uses that will protect the existing historic neighborhoods.
5. Maintain Downtown as a governmental and civic center.
6. Provide housing opportunities in the Downtown area.

POLICIES

1. Encourage the location of housing in the Downtown area.
2. Encourage the location of compatible businesses in the Downtown area. Relocate incompatible land uses out of the Downtown area.

3. Encourage the development of upper stories into housing or office uses.
4. Locate governmental facilities in the Downtown area.
5. Encourage re-use of historic buildings for public use.

ACTIONS

1. Pursue locating a marketplace and plaza area in Area B, possibly in the vicinity of Main and Fourth Streets.
2. Actively pursue tenants for the upper floors of the buildings in the Downtown.
3. Purchase additional land in the vicinity of Freeman Park and develop a community center complex.
4. Immediately commence acquisition of parking lots wherever possible.
5. Actively pursue medium density housing developments in Area E.

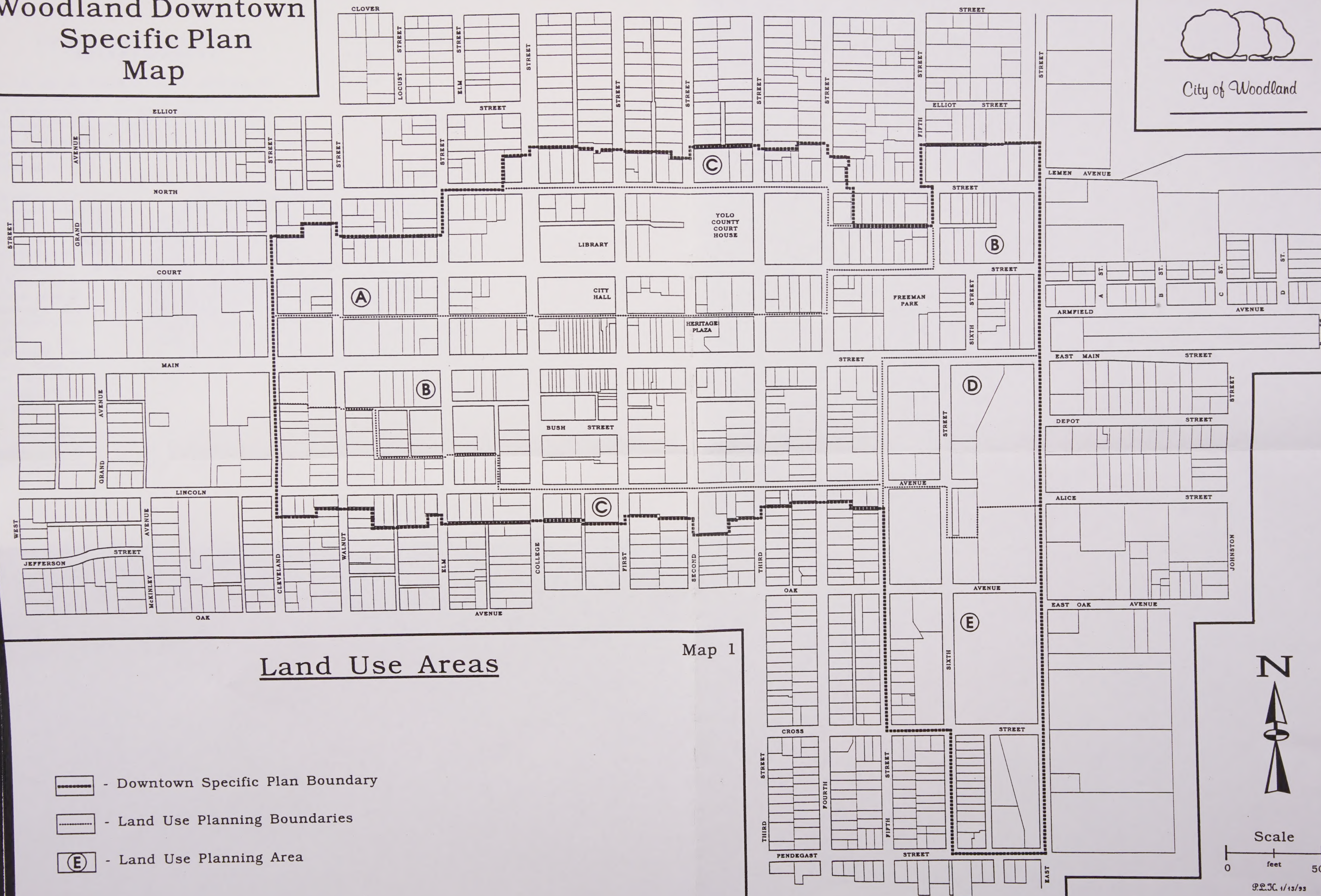
6. Actively pursue the use of pedestrian paths connecting parking lots and alleys along the Main Street Corridor where feasible.
7. Encourage use of rear entrances to buildings.
8. Pursue rehabilitation and utilization of existing vacant buildings.
9. Develop bike/walking pathway plan from Gibson Road to North Street.



Woodland Downtown Specific Plan Map

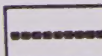
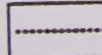


City of Woodland



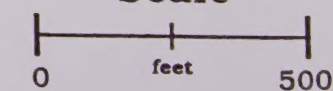
Land Use Areas

Map 1

-  - Downtown Specific Plan Boundary
-  - Land Use Planning Boundaries
-  - Land Use Planning Area



Scale



P.L.C. 1/13/93

COMMUNITY, CULTURE & ENTERTAINMENT

The role that the Downtown plays in addressing the community, cultural, and entertainment needs of the City must be strengthened. Any new facilities serving those needs should be located in the Downtown area in order to create a concentration of activities that will enliven the Downtown and positively affect its merchants and dining establishments.

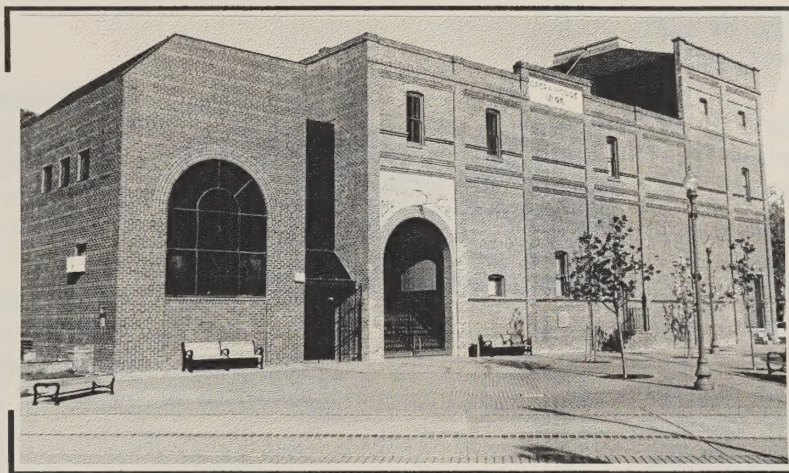
The purpose of this section is to create a dimension of the Downtown that reflects the cultural expressions and entertainment needs of the community. Activities undertaken by the various cultural groups are highly encouraged. Entertainment opportunities for all age groups are also encouraged. Restaurants, music, dance, and public art are an integral component of a successful Downtown.

Heritage Plaza, located adjacent to the historic Opera House, is a focal point for the Downtown. It is recommended that a water feature (as called for in the

Plaza's original plans) and a performing arts platform be installed.

GOALS

1. Establish the Downtown area as an entertainment, cultural, ethnic resource, and community activity center for the city, county, and region.
2. Encourage coordination of local special interest groups and events to expand their appreciation by the community.
3. Emphasize the historic nature of the Downtown with appropriate community events.



POLICIES

1. Promote multi-cultural activities to achieve higher ethnic visibility Downtown.
2. Promote the historic features of the Downtown through special events.



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POLICIES

1. Promote multi-cultural activities to achieve higher ethnic visibility Downtown.
2. Promote the historic features of the Downtown through special events.

3. Encourage the development of entertainment, recreational, and cultural activities for youth.
4. Promote art and music in public places.
5. Encourage the use of Main Street and surrounding streets in the core area for civic and cultural events.

ACTIONS

1. Investigate the feasibility of locating a marketplace and plaza in the Downtown, possibly in the vicinity of Main and Fourth Streets.
2. Support programs at the Opera House, Gibson House, the Truck Museum, and other historical places of interest to encourage growth of tourism.
3. Increase, create, and support special events (e.g. Stroll Through History, Summer Cruise Night).
4. Establish historic building markers.

**"More people, vitality,
diversity."** — *Peter Holmes*

5. Coordinate events/exhibits with other interest groups (e.g. Yolo County Arts Council, Historical Society, Library Rose Club, etc.).
6. Develop youth-oriented entertainment and recreation.
7. Develop an "Art in Public Places" ordinance.
8. Take all appropriate actions to retain the existing Downtown theaters.
9. Limit all new theaters to the Downtown area. (Existing theaters outside of the Downtown shall be allowed to continue their operation and shall not become non-conforming as a result of this Plan.)
10. Convert the relocated Southern Pacific Railroad Station to a railroad museum, possibly utilizing redevelopment funds.
11. Develop a community center adjacent to Freeman Park.

12. Close Main Street to traffic for special events (i.e., "Cruise Night."). Nearby streets may be included as necessary.
13. Enhance Heritage Plaza with elements such as shading devices, benches, water feature, and a performing arts platform.
14. Provide outdoor dining and music.



HISTORIC PRESERVATION

The quality and abundance of historically significant buildings serve to create an atmosphere that is a most unique resource for the Downtown area.

While included in the design review criteria, the subject of Historic Preservation in Downtown Woodland merits specific mention. The primary concern of policies in this area is that historic and architecturally significant buildings, (of which there are many in the Downtown) should be preserved. This includes all the landmarks that give residents a tie with the past. Private restoration efforts, including restorative maintenance for deteriorating buildings in the Downtown is also a goal of these policies, as is the converse, the restriction of the demolition of historically and/or architecturally significant buildings to accommodate new development. Map 2 indicates the location and type of historical resources within the Downtown area.

GOALS

1. Protect and enhance the integrity of the historical atmosphere by restoration, renovation, and quality replication of historic buildings.

POLICIES

1. Emphasize preservation of historic structures.
2. Enhance historic structures with appropriate restoration, renovation, rehabilitation.
3. Promote historic preservation in the community.
4. Promote re-use of historic buildings by public uses.

ACTIONS

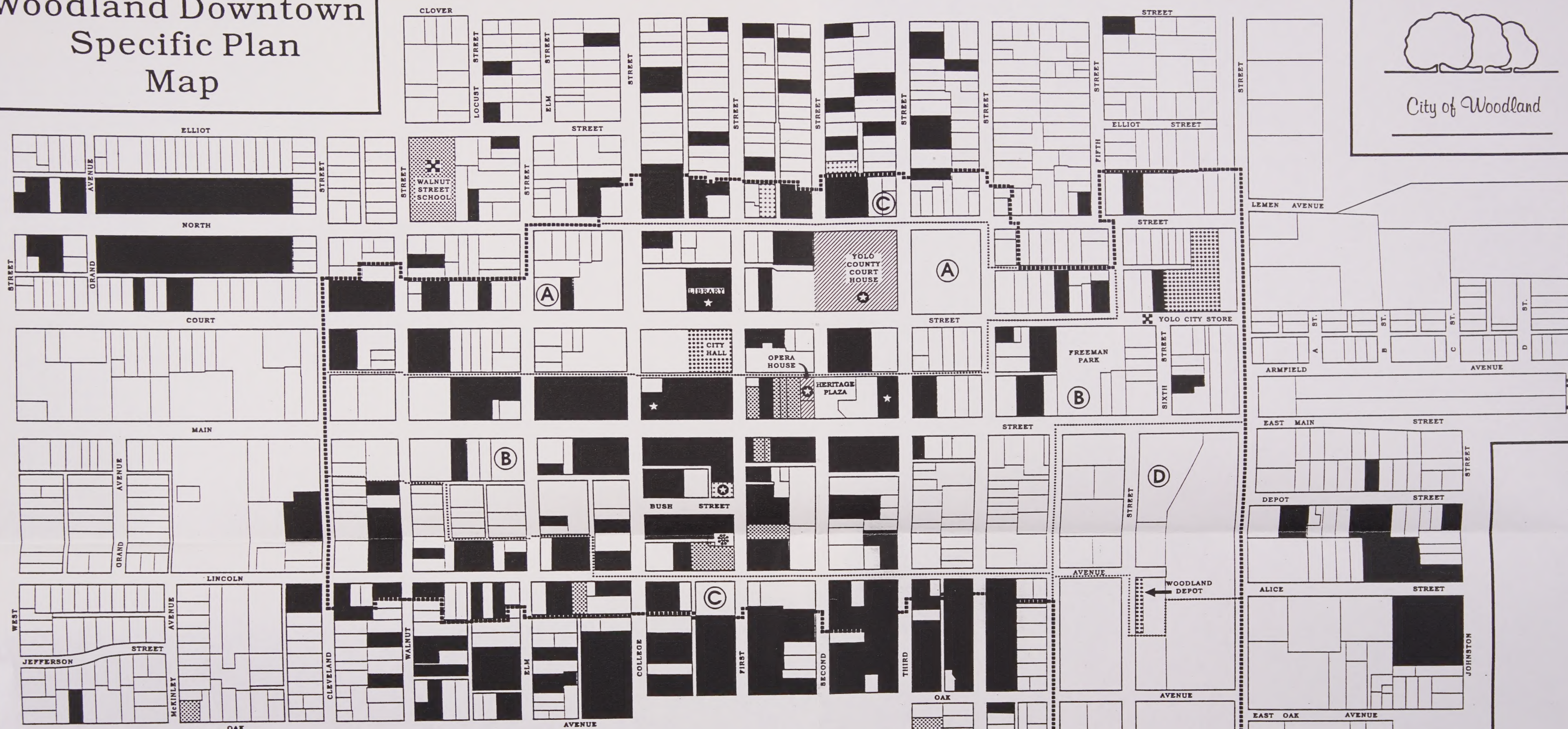
1. Survey historic buildings for structural integrity/safety and preservation.
2. Establish a strong historic Preservation Ordinance.
3. Promote historic features of the Downtown through rehabilitation efforts and restoration of historical buildings and signs.
4. Identify and protect historic signs.
5. Implement a new informational signage program for building plaques and sidewalk markers.

6. Support a restrictive demolition ordinance.
7. Adopt and utilize Design Review Guidelines.
8. Establish funding sources for facade renovation and structural rehabilitation.
9. Promote establishment of a Downtown historic district.
10. Provide educational opportunities with preservation workshops and resources regarding design, technique, and economic benefits.
11. Support restoration of the historic Freeman home at 1037 Court Street.
12. Encourage use of Historic Building Code.

Woodland Downtown Specific Plan Map

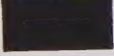
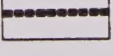
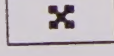
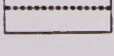
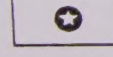
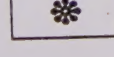
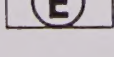
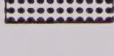


City of Woodland



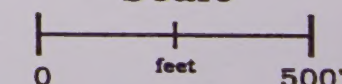
Historical Resources

Map 2

- | | | |
|---|--|--|
|  - Historical Districts |  - Historical Buildings |  - Downtown Specific Plan Boundary |
|  - City Landmarks |  - City of Woodland Historic Site |  - Land Use Planning Boundaries |
|  - National Register Buildings |  - State Point of Historical Interest & Recommended National Register Building (Christian Science Church) |  - Land Use Planning Area (A, B, C, D, E) |
|  - Recommended National Register Buildings | |  - National Register Eligible Buildings |



Scale



P.J.K. 4/13/93

CIRCULATION & PARKING

Circulation and parking will play a crucial role in the revitalization of the Downtown. The Downtown must be accessible by vehicles in order to be successful, but it must also be pedestrian friendly. In order to accomplish both of these goals, through traffic is encouraged to utilize Court Street and Lincoln Avenue as a one-way couplet system. The speed of traffic should also be reduced. It is important that there be sufficient and convenient parking facilities within the Downtown. Existing and proposed circulation and parking features are identified on Map 4. A detailed traffic analysis is contained in Volume 2.

CIRCULATION

Vehicular Circulation

Vehicular traffic in Downtown Woodland currently consists of both through traffic and traffic destined for the Downtown. Generally all signalized and unsignalized intersections perform adequately during peak periods. Exceptions to this are some failing minor approaches at unsignalized intersections and delays caused by train movements.

Future traffic growth on Main Street runs counter to an objective to make this corridor more pedestrian friendly. A one-way couplet has been envisioned. To work to

achieve this goal all street improvements/modifications in the Downtown area shall be designed with a one way couplet as the goal for Court Street and Lincoln Avenue. The timing of when the one-way couplet should be implemented is crucial. Before the conversion to one-way streets, there must be an increase in Downtown economic vitality. Premature conversion to the one-way couplet could have a negative impact on existing businesses and the attraction of new businesses. The City will need to carefully consider measures of economic strength prior to converting to one-way streets. To assist in this decision, the following criteria should be used as a guide:

**"Downtown should be
a place to go to —
not to go through."**

— Judy Bookthold

- * The Main Street/College Street intersection drops below Level of Service C.
- * The vacancy rate is less than ten percent of the Main Street ground floor storefronts in the Plan area.

The one-way couplet will entail transportation improvements throughout Downtown including the Main Street/East Street intersection. It is not anticipated that any major improvements involving land acquisitions and/or elevated or submerged structures will be required. Measures should be taken to minimize the impact of one-way streets on the adjacent residential areas.

Pedestrian Circulation

Since the success of the Downtown depends on its extensive use by pedestrians, the provision of comfortable, convenient and beautiful pathways are important. The improvements recommended in this Plan include an extensive streetscaping program and new pathways connecting existing and future parking areas to Main Street. The use of the alleys as pedestrian ways and alley entrances to Main Street businesses is also encouraged. Existing sidewalks should be upgraded where needed and all sidewalks should be handicap accessible.

Bicycle Circulation

Bicycle usage in the Downtown area is highly encouraged in that it decreases the use of the automobile for Downtown access and will consequently affect the number of parking spaces required. Due to the restrictive width of the Downtown streets, it was decided not to designate bicycle lanes. The provision of convenient and visible bicycle racks on Main Street and at each automobile parking lot will encourage the use of bicycles in the Downtown area.

RAILROAD IMPACTS AND MITIGATIONS

Two rail lines currently serve Woodland. Trains on the north-south Southern Pacific line adjacent to East Street often cause extensive congestion, particularly on East Street and Main Street. Much of the problem is attributed

to switching activity that takes place within the Downtown area.

Recommendations to minimize the impact of train activity on traffic include relocation of switching movements outside the Downtown area by assisting in the construction of a new passing track, and ensuring that crossing equipment is sufficient for the City's needs. Also, it is recommended that the Union Pacific line terminus be relocated to the east so that land adjacent to the Main Street/East Street intersection is available for transportation improvements and land development.

A new multi-modal station is recommended for the railroad station site, possibly also serving light rail transit service to Davis.

GOALS

1. To create a safe and comfortable atmosphere where pedestrians, bicyclists, vehicular traffic and parking work in harmony.
2. To improve accessibility to and circulation in the Downtown.
3. To maintain the central role of the Downtown in any mass transit planning (regional/inner city).

4. Create a traffic condition at the intersection of Main Street and East Street that is reasonably free from railroad interference.

POLICIES

1. Encourage destination traffic on Main Street.
2. Reroute through traffic.
3. Encourage bicycles and pedestrians in the Downtown area.
4. Provide a multi-modal transportation facility in the Downtown.
5. Provide pedestrian paths linking parking lots to Main Street.
6. Improve and maintain streetscaping.
7. Minimize the railroad's impact on Downtown vehicular traffic.

ACTIONS

1. Encourage the diversion of Main Street through traffic to a one-way couplet system utilizing Court Street and Lincoln Avenue when there is an increase in Downtown

economic vitality. The following criteria can be used as a guide to determine when the conversion to one-way streets should be made: the weekday PM peak hour Level of Service at the College Street/Main Street intersection drops below "C" as measured by average delay (28 seconds) and/or Volume to Capacity ratio (.80) [V/CC-(80)] or when the vacancy rate is less than 10 percent in Main Street store fronts. During the interim, any traffic/street improvements/ modifications shall be done to meet the goal of one way streets.

2. When Main Street traffic is diverted, implement intersection improvements at Main Street/East Street to increase capacity and minimize impacts of train movements.
3. Prepare a focused traffic and design analysis for one-way traffic couplets, including terminus at east and west end, after adoption of this Plan. This analysis is needed to ensure that any interim traffic/street improvements done prior to the conversion to one-way streets shall meet the goal of one-way streets.
4. Emphasize north-south cross streets in the Downtown area for traffic movement between Court Street and Lincoln Avenue.

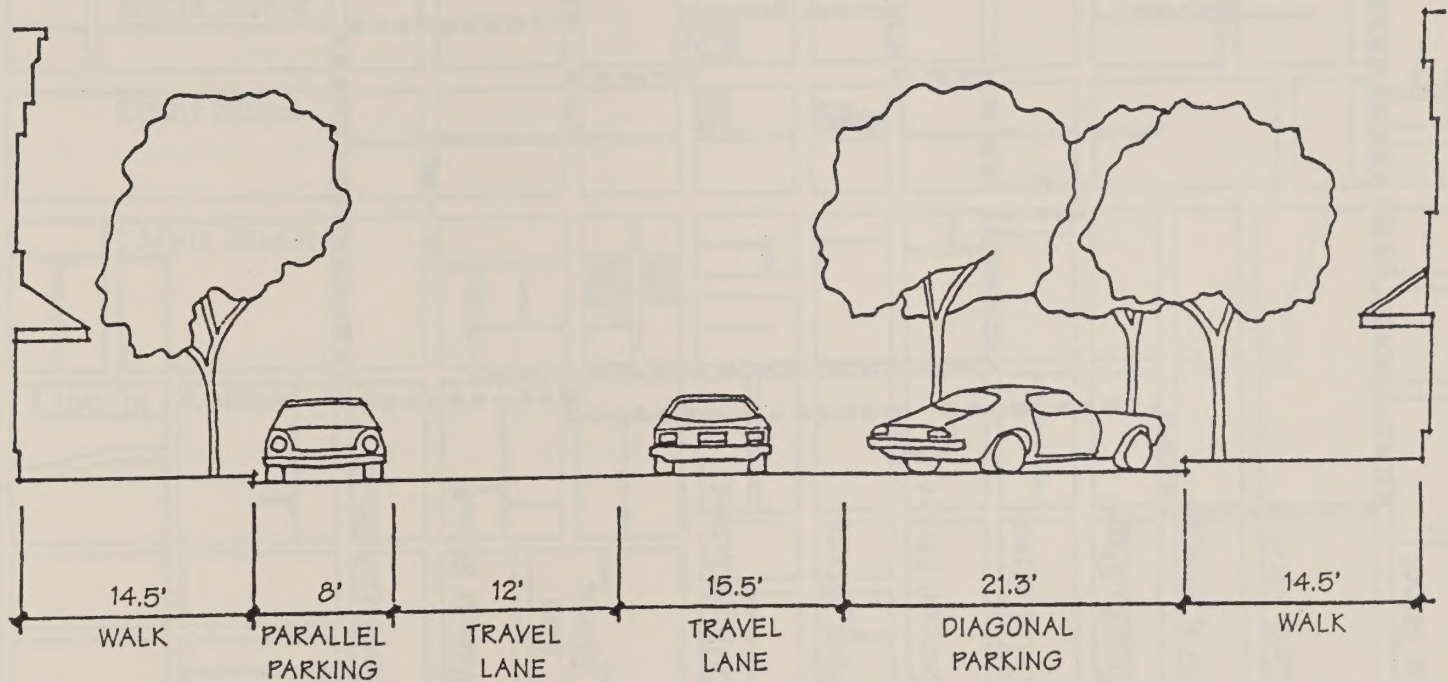
5. Provide visible and accessible bike racks to promote bike use.
6. Secure sites for future pedestrian paths linking parking lots to Main Street.
7. Upgrade existing roadways and sidewalks as needed and improve handicap accessibility in the Downtown area.
8. Study the feasibility of a free, specialized public transportation service for Main Street.
9. Work with Southern Pacific to relocate switching activity outside the Downtown area.
10. Consolidate and eliminate driveways on Main, Court and Lincoln Streets.
11. Install traffic signals timed to slow traffic to 22 MPH on Main Street.
12. Relocate Union Pacific line terminus to the east and utilize land for transportation improvements and land development.
13. Adjust traffic signal timing on Main Street to accommodate north/south pedestrian traffic by reducing waiting time.

PARKING

The existing parking supply in Downtown consists of restricted and unrestricted on-street parking, public off-street parking, and private off-street parking. During peak weekday periods overall parking occupancy in Downtown Woodland currently reaches 56 percent. Parking supply can be characterized as generally available with areas of localized deficiencies, most often near large employers.



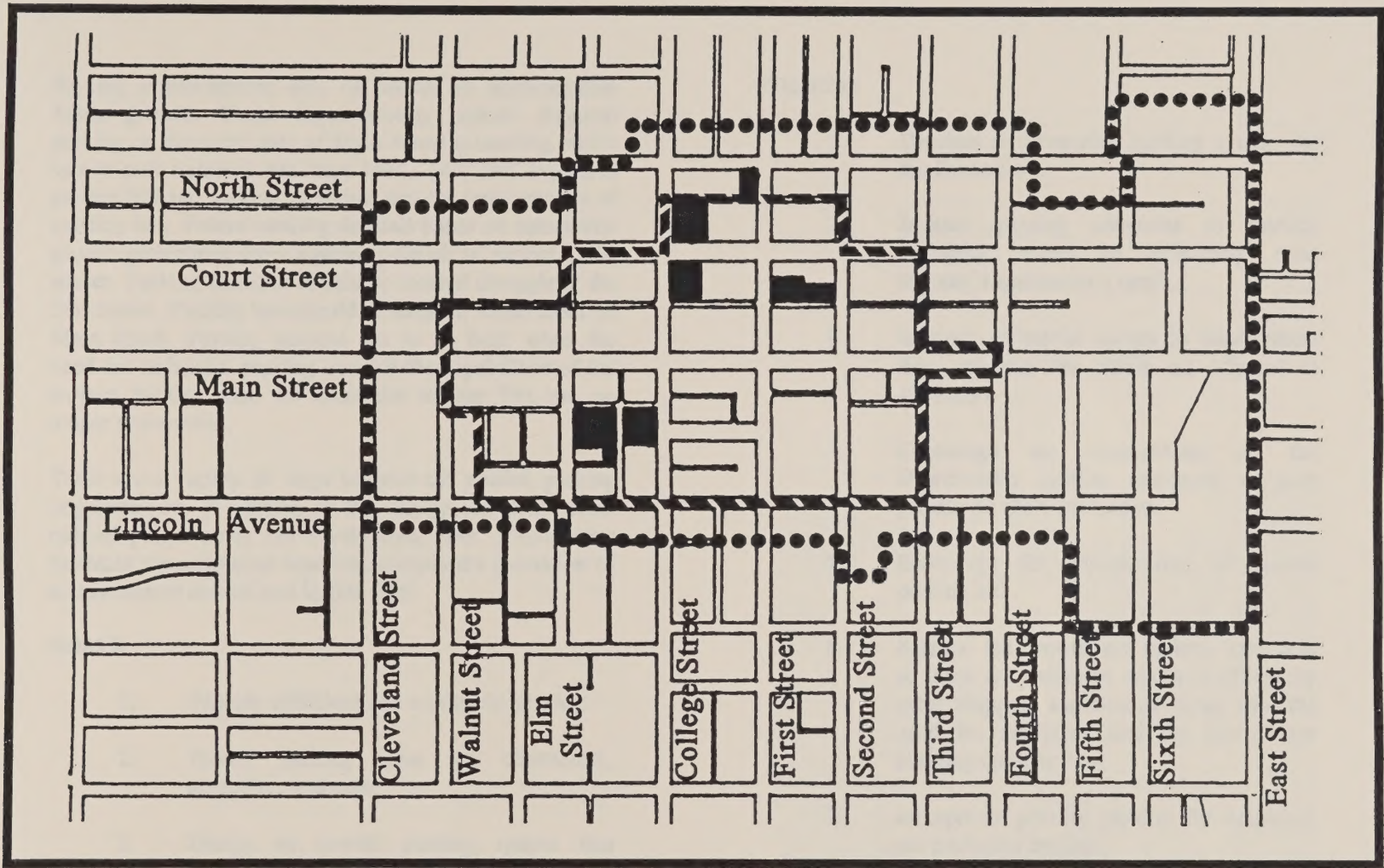
Illustration - 2



DOWNTOWN
WOODLAND



MAIN STREET SECTION



Map 3

PARKING DISTRICTS

DOWNTOWN
WOODLAND



District No. 1

Proposed Parking District

City Parking Lots



Parking improvements will be needed to accommodate future growth. These improvements include diagonal parking on the north side of Main Street (assuming traffic speeds and volumes are kept low), new and expanded surface lots and parking facilities, and the improvement of existing lots. Future parking demand based on reasonable growth projections show a parking deficit of almost 2,400 spaces. Parking facilities should be located throughout the Downtown. Parking lots should be avoided which front on Main Street. Parking garages are to be built when the need for additional parking exceeds the capabilities of the surface parking lots, or when the surface lots are no longer economical.

There are a variety of ways to fund the needed parking improvements. A portion of the money can come from redevelopment funds and development fees. Mechanisms to obtain the additional financing include the formation of an assessment district and in-lieu fees.

GOALS

1. Provide sufficient and accessible parking.
2. Ensure parking areas are convenient, attractive, and safe.
3. Design an overall parking system that contributes to improving air quality.

POLICIES

1. Develop an integrated parking system for the Downtown.
2. Balance parking resources to provide sufficient spaces to efficiently meet shopper's and tenant's needs.
3. Increase pedestrian access to Main Street from existing lots which are adjacent to alleyways.
4. Encourage the management of the Downtown's parking resources to give priority to short-term users.
5. Encourage the consolidation of private parking lots.
6. Balance the Downtown parking resources so there are sufficient spaces to efficiently meet shoppers and tenants needs with the need for sufficient land for future new building construction.
7. Incorporate priority parking for employee car pools and cyclists.

ACTIONS

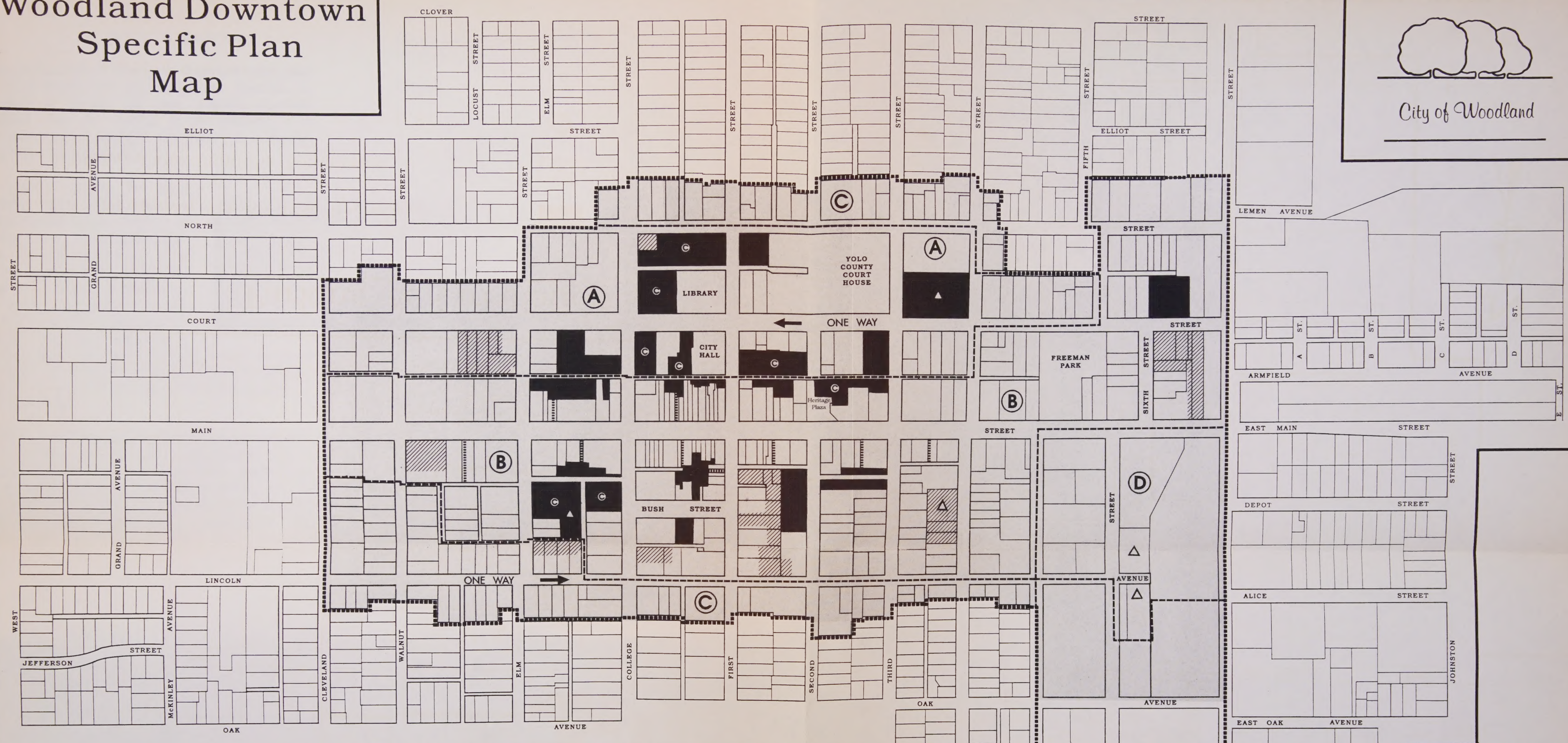
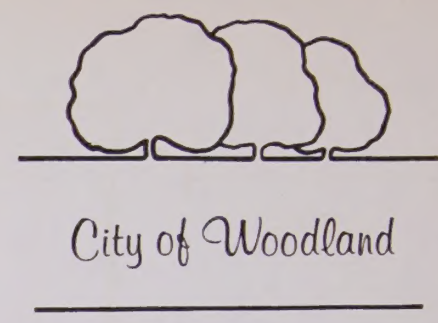
1. Coordinate public and private parking lots.
2. Upgrade existing parking lots, including those along alleys.
3. Provide adequate lighting in parking lots.
4. Encourage rear entrances to businesses located adjacent to parking facilities.
5. Designate pedestrian pathways in mid-blocks between parking lots and Main Street.
6. Determine the feasibility of building a parking structure Downtown in later stages of implementation.
7. Implement diagonal parking on Main Street in conjunction with conversion to one-way streets as outlined in this Plan.
8. Construct new or expanded public parking facilities for joint use as delineated on Map 4.
9. Develop parking management plan. Designated employee parking and

preferential parking for carpools should be included.

10. Develop a mechanism to fund parking improvements.
11. Develop a campaign to relocate business owner and employee parking to periphery of Downtown.
12. Initiate a program of site acquisition for future parking lots.



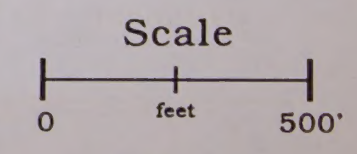
Woodland Downtown Specific Plan Map



Parking & Circulation

Map 4

- Downtown Specific Plan Boundary
- Land Use Planning Boundaries
- Land Use Planning Area (A,B,C,D,E)
- Parking District
- Pedestrian Path
- Existing Parking Lot
- Future Parking Lot
- City Owned Parking Lot
- Future Parking Structure



P.L.H. 1/13/93

ENVIRONMENT

Quality environment in Downtown Woodland means clean air, visual beauty, well kept streets, and sidewalks, an abundance of flowers and trees, tastefully decorated storefronts that are inviting to the passerby - an atmosphere that is beautiful and safe with a minimal imposition of the automobile.

This section focuses on those elements which could have a positive impact on the aesthetics of the Downtown. At the present time parts of the Downtown have overhead utility lines, unimproved alleyways, sparse streetscaping, poor signage, and buildings in need of renovation. The actions of this Specific Plan are intended to eliminate such conditions that have created a negative streetscape. The following illustrations provide conceptual designs for the streetscape and street furniture within the Downtown area.

The intent is to build upon those fine examples of historic renovation that do exist and to add another level of streetscaping improvements to Main Street. Additionally, the streetscaping of the north/south streets and the improvement of the alleys by consolidating and screening trash bins, adding landscaping, reconditioning alley

facades and removing shed additions will greatly enhance the visual quality of the Downtown.

GOALS

1. Enhance the quality of life in the Downtown area by providing an inviting, friendly, clean, safe, exciting, aesthetically pleasing place for people to go and be seen.
2. Create a sense of "open space" and "greening" in the Downtown.
3. Improve air quality.
4. Improve, repair and maintain all necessary infrastructure in the Downtown area, including the undergrounding of all overhead distribution facilities and overhead services.

**"My dream is to sit under
shade in the plaza and see
bustling activity all the time."**

— Chris Dreith

POLICIES

1. Upgrade the overall appearance of the Downtown with landscaping, signs, lighting enhancements, banners, and facade improvement.
2. Enhance and preserve specimen trees.

3. Encourage support and participation of businesses, property owners and civic groups to participate in streetscaping and visual upgrading of Downtown buildings.

4. Encourage revitalization of the physical appearance of the Downtown.

5. Improve/maintain infrastructure (sidewalks, water and sewer lines, and storm drainage).

6. Underground all existing and new utility services providing electrical, telephone, and cable television services to buildings in the Downtown Specific Plan Area.

ACTIONS

1. Implement a specific design plan for streetscaping Main Street, alleyways and adjacent streets.
2. Clearly identify entry ways to Downtown.



3. Support expansion of the Rose Garden within the Downtown.

4. Add landscaping and lighting to alleys.

5. Establish pedestrian pathways.

6. Improve Freeman Park with innovative design and activities.

7. Develop and implement a uniform signage program to facilitate pedestrian orientation.

8. Continue enforcing the replacement of non conforming and non-historic signs.

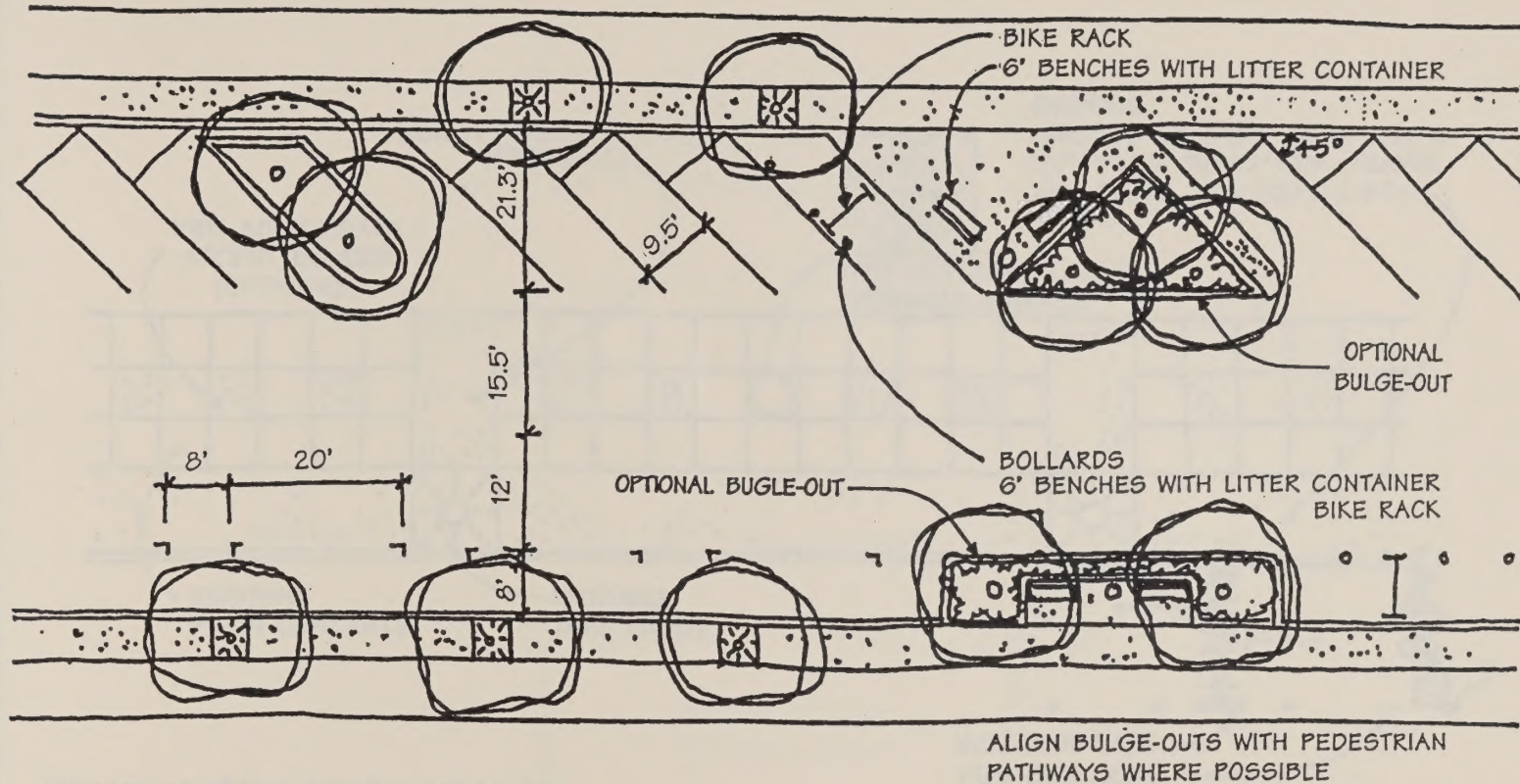
9. Provide added identification of crosswalks at key intersections.

10. Utilize empty storefronts/buildings for museum exhibits, displays, etc.

11. Provide well designed signals, control boxes and fire hydrants.

12. Locate existing and new traffic control electrical boxes off of sidewalks or use as "kiosk type" community bulletin boards.
13. Clarify procedures and responsibilities regarding maintenance of city sidewalks.
14. Motivate business and property owners to maintain and improve appearance of their buildings.
15. Provide drinking fountains throughout Downtown.
16. Visually screen above ground pad mounted electrical transformers by the proper use of landscaping and fencing. Design approval required by City and local utility company.
17. Consolidate and screen trash areas in alleys.
18. Convert existing overhead (PG&E, Pacific Bell, and Cable) distribution facilities to underground - consider the use of PG&E Rule 20a funds or redevelopment funds for this conversion.
 - a. At such time when existing buildings in the Downtown replace their electrical panel and/or do extensive rewiring, they will be required to convert their present electrical, telephone, and cable television service to an underground installation.
- b. When an existing building in the Downtown is doing major improvements for parking, sidewalk repairs/installation, or asphalt repairs, they should install spare conduits on private property to facilitate the future conversion of overhead facilities.
- c. All new buildings constructed in the Downtown Specific Plan Area will be required to receive electrical, telephone and cable television (if applicable) service from an underground source.
19. Provide adequate security lighting Downtown.
20. Extend streetscape extension throughout Specific Plan Area.
21. Provide Redevelopment funding for professional design assistance.

Illustration - 3

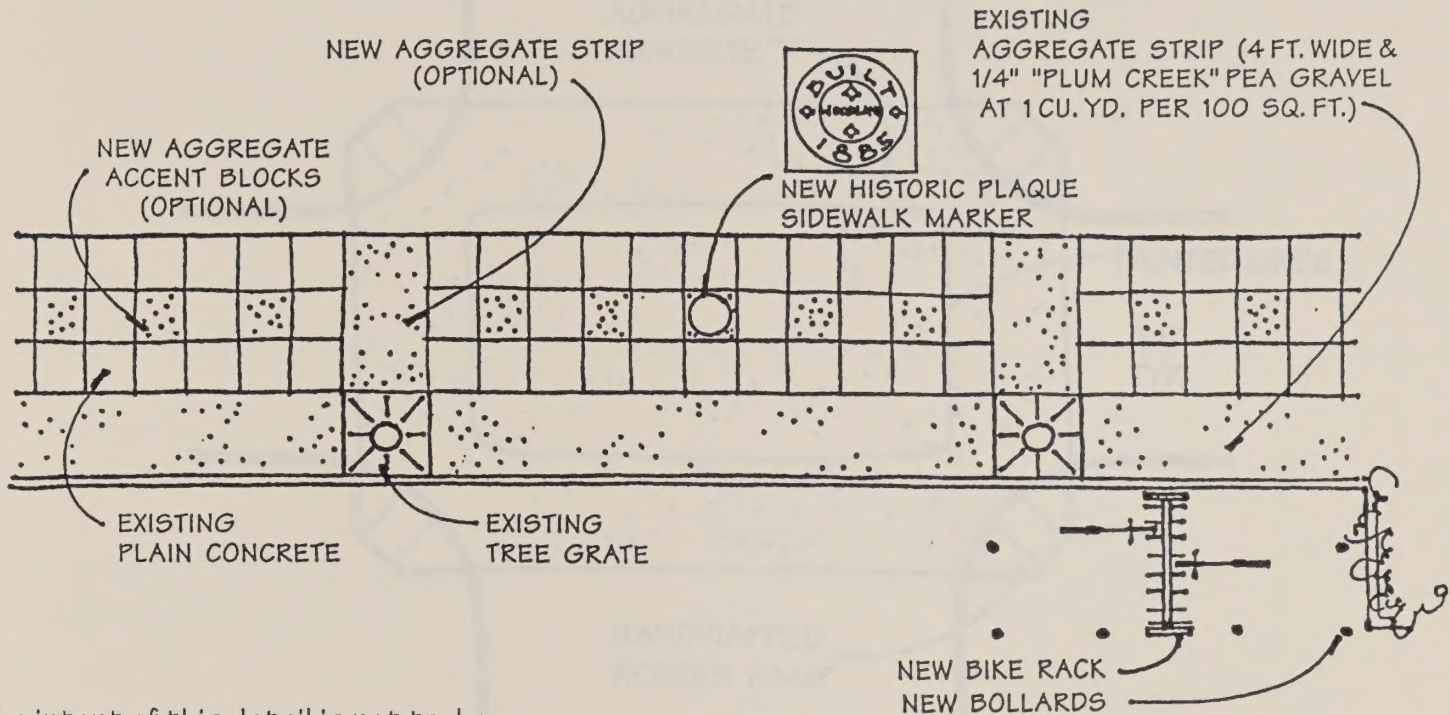


DOWNTOWN WOODLAND



TYPICAL STREETSCAPE DESIGN OF MAIN STREET

Illustration - 4



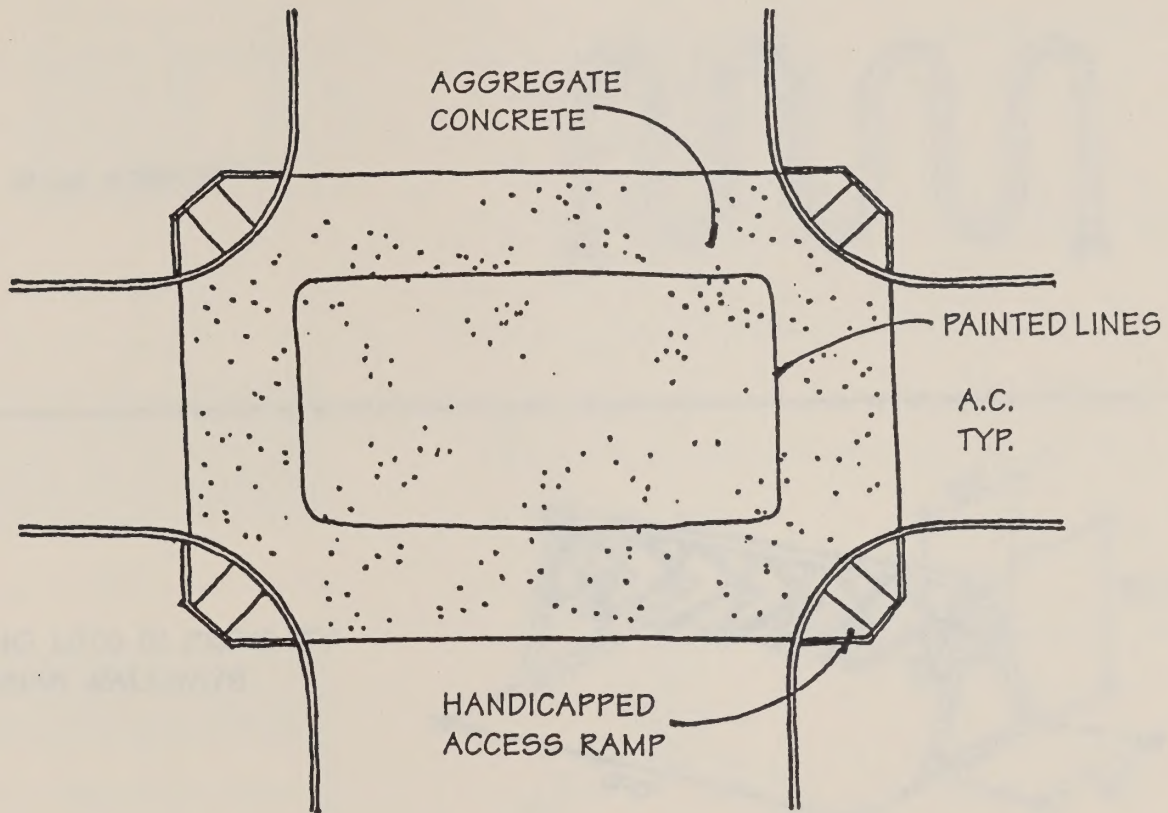
(the intent of this detail is not to be utilized to replace new sidewalk areas. Its application is for completely reconstructed sidewalk.)

DETAIL FOR NEW SIDEWALKS ON MAIN STREET

DOWNTOWN
WOODLAND



SIDEWALK PATTERN &
BIKE RACK AT PARALLEL PARKING



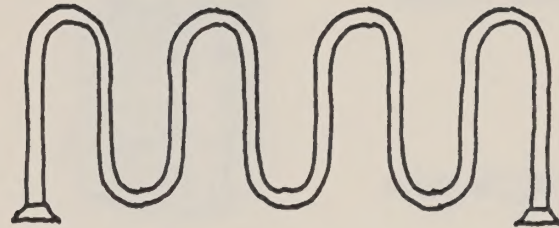
INTERSECTION TREATMENT

DOWNTOWN
WOODLAND

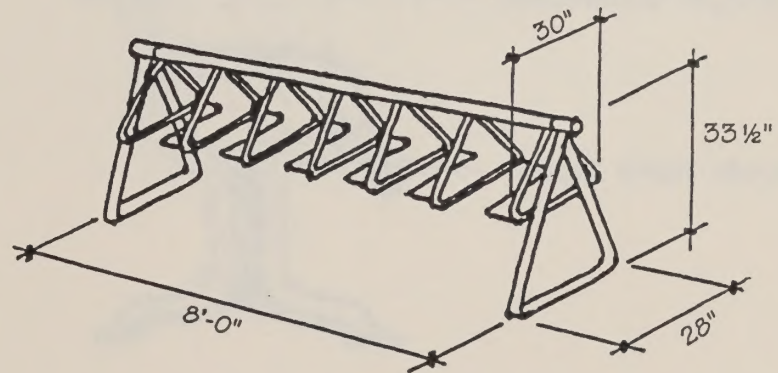


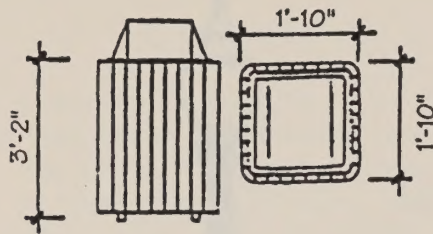
Scale
0 feet 20'

FOR MAIN STREET



FOR PARKING LOTS IN PROXIMITY
TO PEDESTRIAN WALKWAYS



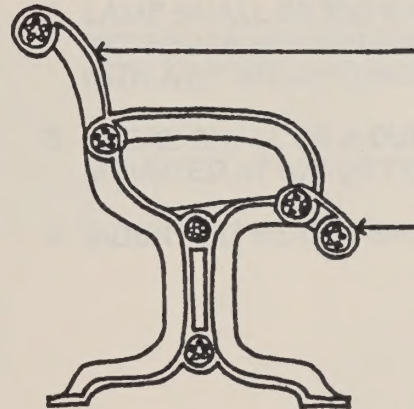
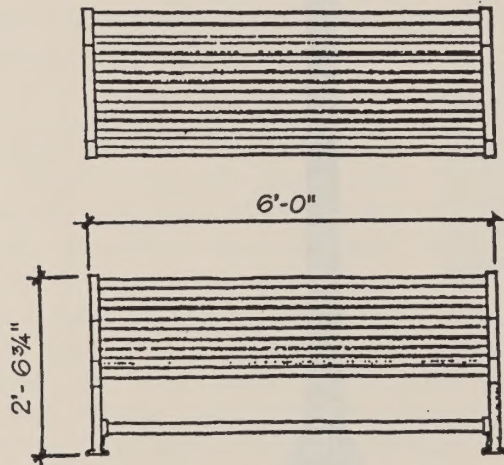


LITTER CONTAINER



BLACK STEEL FRAME

HARDWOOD SURROUND



HARDWOOD SLATS

BLACK CAST IRON FRAME

BENCH WITH ARMS LOCATED IN PLAZA
BENCH (NO BACK) SHALL BE UTILIZED ALONG STREET FRONTAGES



Illustration - 8



NOTES:

1. POLE SHALL BE VISCO, FLUTED, VALLEY IRON; WITH B17 BASE, AND NO ARMS.
2. LAMP SHALL BE 150 WATT, HIGH PRESSURE SODIUM SINGLE LUMINAIRE; WITH A FP 192 DIFFUSER.
3. THERE SHALL BE A DUPLEX RECEPTACLE MOUNTED AT TOP OF POLE.
4. MOUNTING HEIGHT SHALL BE 14 FEET.

STREET LIGHT DETAIL

DOWNTOWN
WOODLAND



ECONOMIC

Woodland is expected to continue in its role as a commercial, agricultural, governmental and business center for Yolo County. Two major freeways that link Woodland to other major cities have resulted in a diversified economic base. Given demographic and other trends in the region, Woodland should be able to support 770,000 square feet of additional retail space and 290,000 square feet of office space during the remainder of this decade. The Downtown of Woodland should capture its share of this growth. For a detailed analysis of Downtown Economics, see Volume II.

The experience of other cities suggests that the older, traditional downtowns heavily affected by new regional shopping centers usually begin to make a comeback after about 10 years. This will be true for Woodland if appropriate actions are taken such as beautification, rehabilitation, the introduction of a parking management plan and an updated land use plan coupled with an aggressive posture towards the attraction of new development efforts.

Many development opportunities exist in the Downtown. The addition of new office uses in the upper floors of the existing historic structures would make good use of one of the Downtown's paramount resources. New office buildings, residential development, upgrading of existing

buildings, and a strong beautification effort will appreciably strengthen the specialty retailing, restaurants, and various entertainment activities found Downtown. The potential for expansion and upgrading of these functions is very strong.

The investment of redevelopment funds to upgrade the Downtown area will serve to intensify activity in the area which will, in turn, attract additional development investment from the private sector. Other means are available for financing programs Downtown, such as in-lieu fees and possible formation of a parking district to pay for needed parking improvements. These actions can be used selectively and when needed. Mainly the residents of Woodland need to make a commitment to Downtown until it once again becomes a healthy and prosperous area.

**"When the downtown dies, the
sense of community dies."**

— Wayne Ginsburg

GOALS

1. Create a viable economy for the Downtown area which will enrich existing businesses, stimulate private investment, and encourage new businesses in order to enhance the entire community.
2. Provide a place where residents of Woodland and surrounding areas will be

drawn to meet their retail, service, social, cultural, entertainment, housing, and governmental needs.

3. Increase the attractiveness of Downtown in order to improve Woodland's overall image as a place to live, work, shop, and do business.

4. Establish an economic development program that creates employment and business opportunities.

POLICIES

Land Use

1. Redefine Main Street / Downtown as a destination and not a thoroughfare.
2. Encourage retail, dining, entertainment and housing development in the Downtown in order to protect the Downtown economy and environment.
3. Encourage, in particular, comparison goods retailers and businesses, professional, financial, governmental, and personal services.

4. Encourage the relocation of incompatible uses from the Downtown that are likely to discourage new investment.

5. Encourage the development of governmental office structures and employment in the Downtown area.

6. Encourage an appropriate mixed use for the Hotel Woodland and renovate accordingly.

Economic Development

7. Develop incentive programs aimed at attracting private investment Downtown, that are consistent with other City objectives.

8. Increase tourism and other currently underdeveloped economic activities in the Downtown.

9. Encourage merchants together with other groups to develop effective campaigns to expand patronage and attract new investment.

10. Offer financial programs that will remove the economic constraints to Downtown investment.

Financial

11. Make appropriate public investments Downtown to enhance its attractiveness and efficiency that are consistent with other City goals.

ACTIONS

Land Use

1. Relocate incompatible commercial and industrial uses to sites outside Downtown. Retain existing businesses that are compatible with the Downtown.
2. Investigate the feasibility of locating educational programs in vacant upper floors of Downtown buildings.
3. Develop a shopping area such as a marketplace.
4. Encourage financial institutions, restaurants (not fast-food), and commercial office buildings to locate in the Downtown area.
5. Coordinate, improve and expand parking resources, to encourage effective utilization of existing building stock as well as new development.

Economic Development

6. Utilize the services of commercial real estate specialists to bring major tenants to the Downtown.
7. Develop a promotional campaign to entice desired businesses through brochures, marketing efforts, etc.
8. Expand retail operations to include evenings and Sundays.
9. Continuously solicit businesses which would materially enhance the viability of Downtown.
10. Promote a "Shop in Woodland" campaign to capture sales lost to surrounding jurisdictions.
11. Maintain a continuous up-to-date inventory of Downtown businesses and uses in order to provide a base upon which the need for new businesses and uses can be determined.
12. Establish a citizen marketing advisory council with on-going city staff assistance.

Financial

13. Investigate the feasibility of using redevelopment funds to construct a community and conference center.
14. Develop a housing assistance program for the creation of residential units in existing buildings.



DESIGN GUIDELINES

These Guidelines are intended to guide both renovations and the development of new structures. The purpose of this revitalization effort is to beautify the Downtown in order to affect the general welfare of those who use it and to attract investments, which will positively affect the economics of the Downtown area, and therefore the entire City as well. These Guidelines are carefully structured to encourage a quality of development that not only relates to Woodland's past, but its vision of its future as well.

Certain fundamental policies govern the methods of achieving aesthetic and functional design goals. These policies or "principles" center upon design concerns basic to all development. Design considerations are grouped into two components: those relating to the buildings which deal with the qualities of character, variety, harmony, scale, and pattern, and those relating to the exterior spaces around the buildings and the community which deal with the qualities of clarity, definition of space, visual interest, amenities, activities, and views.

USES FOR THE GUIDELINES

1. To advocate improvements which are appropriate and compatible with the historic quality of the community.

2. To stimulate high-quality design encouraging creativity and diversity and improving impressions of the Downtown.
3. To provide project sponsors and designers with a tool to be used from the inception of project plans, and guide them in preparing plans for the City.
4. To enable the review process to focus attention on broad design issues as well as nuts-and-bolts details to strike a proper balance between them.

"More user friendly."

— *Rusty Miller*

These Guidelines provide a hierarchy of design standards called "*requirements*", "*presumptions*", and "*considerations*".

A "*requirement*" is a design standard that has the force of an ordinance; it must be followed unless a variance is received. For example, "Do not remove original architectural elements - cornices, moldings, trim, etc. Replacements must be similar in character to the original (R)".

A "*consideration*" is something designers should think about in connection with their project - something they might to choose to incorporate. For example, "Covered sidewalks, especially those lost over time, should be encouraged where appropriate (C)".

Key standards within the design review process are those called "*presumptions*". These are design standards that a



Scale refers to the relationship of buildings and building openings to people. Lower openings give a feeling of friendliness and informality. Taller openings evoke feelings of importance and authority.



Large new buildings should be massed to resemble a group of existing buildings

project should incorporate. For example, "Endeavor to create additions that do not distract from or imitate the historic structures (P)". It is up to the designer to convince City staff that a presumption does not apply to the project in question. If the staff disagrees, the next step is an appearance at the Planning Commission.

DESIGN REVIEW CRITERIA

Design review criteria are provided to guide the development of new buildings and the rehabilitation of existing buildings. This does not mean that all new construction should merely imitate the old styles. What is important is that the new construction will be compatible with the existing in terms of the buildings' use, mass,

scale, height, placement, materials, and surface textures. This allows the new and the old to show a variety in architectural expression while at the same time blending into a cohesive whole. Factors to be considered in reviewing new proposals for design compatibility are listed below.

New Building And Renovation Of Existing Building

Policy 1: Design Integrity

Strive to make new building or renovation compatible with the surrounding buildings.



The width-to-height relationship of infill structures shall be consistent with the ratios established by adjacent structures.

- a. Building scale must be compatible with the adjoining buildings and with the people who use them. Scale refers to the size and proportions of buildings as they relate to people. Scale is relative to the pedestrian and the automobile driver/passenger. The scale of a building can be affected by the materials used. For example, horizontal lines on a tall building will cause it to appear shorter. It can also be affected by the pattern and shape of the windows and door openings. (R)
- b. Proportions of buildings-the relationship between the width and height of a building must be compatible with buildings in the immediate vicinity. (R)
- c. Relationships of materials, textures, and color must be compatible with the surrounding buildings and its own architecture styles. (R)
- d. Careful consideration should be given to rhythm and pattern of openings, size of window panes, and the spacing of openings. (P)
- e. New building design which is consistent with the informal, historical character of the community should be encouraged. (P) (Preservation and restoration of existing historic building facades shall be encouraged. (R) See section on historic preservation).
- f. Buildings should be designed with well-defined front and back areas, entries and separation of private, semi-public and public spaces. (P)
- g. Although architectural details, embellishment, and projections are desirable, they should be used judiciously. Avoid designs which are overstated or create an indiscriminate mixing of stylistic elements. (P)



The proportion and rhythm of window openings should relate to storefront and building mass while maintaining individual character.

- h. Design compatibility and interest can be achieved with the tasteful organization of building elements, colors, and materials. (C)

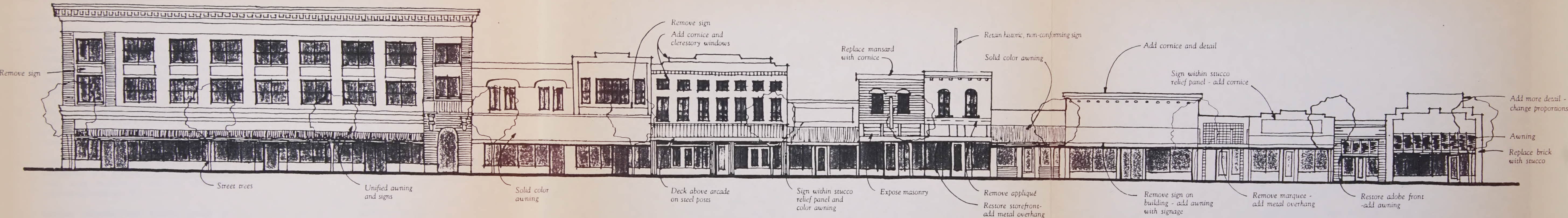
Policy 2: Building Placement and Facade Elements

Address the friendliness and attractiveness of a building.

- a. Provide vertical framing elements between expanses of store-front glazing and at entries. Within these framing elements glass may be large plates or divided with true mullions. (P)

- b. Do not use curtain wall glazing systems or "snap-in" grilles on lower or upper floor areas. (R)
- c. Use simple awning shapes and profiles which reflect the facade composition and geometry of the building. Set individual awnings between the vertical elements of the ground floor storefront such as piers, pilasters, shop divisions, second floor entries and the like. Allow some continuous awnings, where appropriate. (P)
- d. Do not obscure architectural elements with careless placement of awnings. Use awnings on second floors only at individual window openings. (R)
- e. Awnings are encouraged and allowed to project into the pedestrian right-of-way. (C)
- f. Awnings may be retractable or fixed frames, constructed of metal with fabric covering. Glossy, plasticized or vinyl finishes are inappropriate for coverings. (C)
- g. Encourage arcade in front of buildings where appropriate to the architecture. (C)
- h. Discourage awnings that cover the entire vertical facade of building above the door. (R)

Illustration - 9



BLOCK BETWEEN COLLEGE AND FIRST STREET, NORTH SIDE OF MAIN STREET
PROTOTYPE

Policy 3: Appropriate Materials

Endeavor to use materials that complement the local historic architecture.

- a. Use materials for the principal wall surface of the building facade which have a durable, high quality finish and are compatible with those traditionally used for Woodland's Downtown commercial buildings. (C)
- b. Examples of inappropriate principal material and finishes for wall surfaces include the following: imitation or processed materials, used brick, lava rock, Permatone, grooved plywood, and so on. (P)
- c. Secondary or accent facade materials should be compatible with principal facade materials and with those traditionally used on Downtown commercial buildings. (P)
- d. Roofing materials and finishes should be appropriate to the type, form, and style of the building. (P)
 1. Where roofs are visible, neutral colors should generally be used. (P)
 2. Metal roofing (if specifically approved) should be selected in subdued colors that will not present a jarring contrast with

other historic buildings and roof colors and will not fade over time. (P)

- e. Storefront and glazing materials should be durable and of a scale and quality appropriate to commercial as opposed to residential applications. (P)
 1. Appropriate storefront materials include the following:
 - i. Clear or lightly tinted glass in painted wood frames or factory finished colored aluminum frames.
 - ii. Glazed ceramic (not mosaic type) tile, wood, or metal panels (painted), marble or stone for bases of storefront windows.
 - iii. Glass doors in frames to match storefront framing.
 - iv. Milled wood door--with or without glazing.
 2. Inappropriate storefront materials include the following: (P)
 - i. Clear anodized aluminum frames for doors or windows.

Historic Restoration

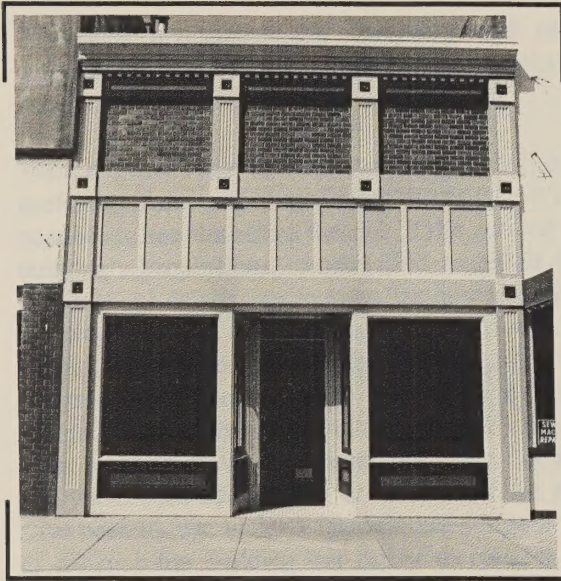
- ii. Brick in-fill for the base of storefront windows. Brick is acceptable only if it is an integral part of the facade and is the same color and pattern of brick used for the overall facade.
- f. Colors and finishes should be appropriate to the nature of the material, the historic character of the Downtown, the style of building, and the climate and quality of light in Woodland. (P)
 - 1. With few exceptions (i.e., stain-grade milled wood doors) wood should always be painted. (P)
 - 2. Encourage pastel, medium tone or darker colors for the facades on the north side of Main Street. White and very light colors are highly reflective and can be uncomfortable to look at on sunny or bright days. (P)
 - 3. Avoid an overwhelming contrast in color values between facade and trim colors. Garish or super bright (neon-type) colors or metallic paint finishes are generally inappropriate for any building element. (P)

Since the Downtown's greatest asset is its historic buildings, the proper rehabilitation of these structures is critical to the aesthetic quality of the Downtown. Woodland is proud of its historic buildings and intends to save them, have them structurally improved and to have some, which have been harmfully remodeled, reconstructed to their original (or previous) design.

Fortunately, a few good examples now exist of recently rehabilitated structures. They are setting the standards for future efforts. Traditionally, some of the most attractive buildings in our cities are the skillfully rehabilitated historic buildings and some of the most offensive are those that were done without honoring the intent of the original structure. Downtown Woodland's historic structures provide the setting and create the atmosphere within which new development will occur. These new structures will need to honor the past, not by imitating it, but by skillfully referring to it through the appropriate use of materials, colors, details, and proportions.

These guidelines apply to all nonresidential designated historic buildings as identified in Map 2. Since some of these buildings have undergone major design changes which may be difficult to reverse and are inconsistent with these guidelines, the decision to apply them will have to be made on a discretionary, case-by-case basis. However, whenever feasible, any inappropriate modifications should be reversed and additional modification should follow the

guidelines to the extent that a consistent design will result. For more information, see Appendix C "Standards for Rehabilitation" and Appendix D "Architectural Styles of Historical Downtown Woodland".



Policy 1: Preservation/Restoration Program

Strive to protect and improve historical structures.

- a. Develop a restoration program to preserve existing historic structures.
- b. Develop a historic restoration database to assist property owners. The Redevelopment Agency can provide technical assistance to property owners considering the restoration of their buildings.

There are some buildings in the Downtown that are structurally unstable. These buildings should be restored.

Become familiar with the architectural elements typical of older commercial buildings. This will be helpful in determining how much of the original facade of the building remains.

Old photographs, postcards, and prints are available from the Historical Society and other local sources. They can be used to determine how the building has looked over its lifetime. Careful decisions must be made on a case-by-case basis about how to pursue building restoration. It must be decided if the structure will reflect a specific period in time such as when it was first constructed. The building could also reflect a transition over time showing the layering that has

made it what it is today. A number of historic resources are available to assist the property owners in the restoration of the building. There are many visual and/or written records of historic buildings in photographs, glass plate negatives or newspaper clippings. Local historians may also be a source.

- c. Physically investigate and inventory and older commercial buildings in the Downtown district prior to proposed restoration.

Take a good look at the front of the building, preferably from a spot across the street where it is possible to see the entire facade. Take note of the building's proportions, construction materials and architectural details, try to visualize how the entire building appeared when it was first constructed. It is important to realize that the storefront and the floors above were originally created as a united design. In many cases, additions and changes were made to the building over the years. A sign may have been added; part or all of the front may have been hidden under a false facade designed not to enhance the building but rather to conceal the earlier design and to make it look more "up-to-date." Where such so-called improvements were made only at street level, the undisturbed upper floors will usually give a good indication of the building's intended character. Try to determine which of these changes enhance the basic design of

the building and those negative features that should be removed.

Carefully remove a few parts of any material that was applied to the original building. The decision to remove the remainder should be based on the relative merit of the previous architectural layers and the decision should be made in accordance with the paragraph above. This is important because it will help reveal whether any parts of an earlier store front remain, what their condition is and how much rehabilitation work will be needed. This physical investigation will provide an opportunity to estimate the scope of the work before making a commitment to a major undertaking.

- d. Specify that all restoration is to be done in methods and materials that are compatible with the historic nature of the building (see also last section.)

It is helpful to research the era that the building represents in order to choose the appropriate fixtures, hardware, detailing, and coverings. There are some collected sketch books on period architecture that can be found in the library.

It should be emphasized that it is rarely necessary to use anything but stock materials in storefront rehabilitation and that such materials are

reasonably priced and readily available at local supply houses.

Some historic buildings were never handsome in appearance. Making some changes in design could be approved by the City if the building is of historical or architectural merit.

The features of a fine, older building can stand well on their own merits. Buildings do not need gimmicky and overdone motifs which will compete among themselves and with neighboring buildings. The most successful storefront rehabilitation's are subdued in character and consequently stand out from garish storefronts.

"This community is historically an agricultural community and this is our future as well. Take what is good and make it better and make it happen more often."

— Marianne Ryan

Policy 2: Integrity Of Additions To Historic Structures

Endeavor to create additions that do not distract from or imitate the historic structures. (P)

- a. Locate building additions to the rear of the existing structure whenever possible. (P)
- b. Upper floor additions are discouraged. However, if allowed, they should be set back from the street and well behind the line of the original facade so that it maintains its visual integrity and original sense of scale. Exception: where upper floors originally existed then original design should be followed. (P)
- c. Additions to buildings with historic designation should be identifiable from original construction. They should clearly distinguish old from new to avoid confusing original historical building elements with later additions. Specific architectural elements should not be replicated. (R)
- d. Additions should employ the same or complementing materials, and similar opening proportions, facade rhythms and horizontal elements as original. (R)

**Policy 3: Integrity Of Materials Used
In Restoration**

Complement the original building by the skillful use of materials.

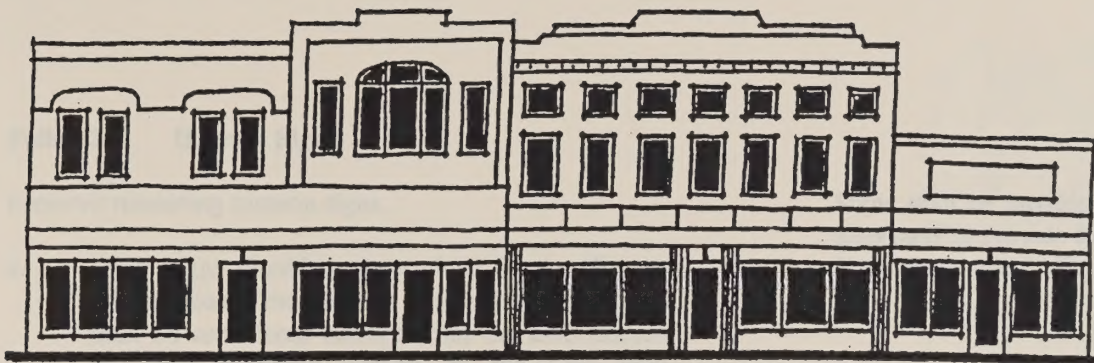
- a. Use original materials whenever possible in restoration, renovation or repair work and use the same materials for building additions. (P)
- b. For substitute materials, the outward appearance, durability, texture, and finish should be as close as possible to that of the original. If the original was painted the substitute should accept and retain a painted finish. (P)
- c. Wood window sash is preferred for historic buildings. Vinyl clad wood or factory finished (i.e., baked enamel) aluminum frames are acceptable if the original design can be duplicated. (P)
- d. Covered sidewalks, especially those lost over time, should be encouraged where appropriate. (C)
- e. Materials, paint colors and colors schemes should be appropriate to the style and design intent of the building. (P)

Downtown ...

"Historical in flavor."

— Gary Sandy

- f. Sandblasting of masonry surfaces to remove paint will damage the material. Other methods should be used only under the advice and guidance of an expert. (R)
- g. Do not cover over, clad, or replace original siding materials with a different material such as stucco, wood, or composition shingles, aluminum siding, and the like. (R)
- h. Where the original materials have been covered over, use the gentlest means possible to remove them. Certain claddings, such as stucco may be difficult, if not impossible, to remove without destroying the underlying material. (P)
- i. Where inappropriate or later materials have been removed, they should be replaced with the original materials. (P)
- j. When re-roofing, use the original or similar materials (if available and in compliance with current codes). (P)
- k. Do not remove original architectural elements—cornices, moldings, trim, etc. Replacements should be similar in character to the original. (R)



Street-oriented signs should be located on building faces or awnings.

Each building's signage should be compatible with the signs on adjoining structures and should not compete for attention.

Signage should relate to the building's architecture.

- l. Maintain the proportions of existing door and window openings and the pattern of existing window sash in replacement work or additions. (R)
- m. New or replacement window sash should match the original sash. Where the original has been completely removed, new windows should match the existing unless a complete replacement program for the facade is undertaken. (P)

Policy 4: Demolition

Protect historical resources.

- a. The demolition of historically or architecturally significant buildings in the Downtown to accommodate new development is subject to the provisions of the demolition ordinance.
- b. Unreinforced masonry construction shall not be used as an excuse to demolish historic buildings. The Redevelopment Agency should establish a

program to assist in funding the stabilization of unreinforced masonry buildings.

Signs

Policy 1: Historic Plaques

Support a signage program to identify historic buildings.

- a. Buildings of historic significance to the community shall be identified by a uniformly designed plaque.
- b. Plaques shall be mounted on the face of the building. A marker shall be placed on the sidewalk delineating the location of each of these plaques.

Policy 2: Historic Signs

Preserve remaining historic signs.

- a. These signs should be determined by the Historic Preservation Commission. These historical signs shall be considered exempt from the amortization and nonconforming section of the City Sign Ordinance.

Policy 3: Proper Signage

Endeavor to create a sophisticated Downtown environment by using appropriate signage.

General

Signs in the Downtown area should be functional as well as an asset to the overall design scheme of the Downtown Specific Plan. They should complement the historical, architectural, and design features of the building and be of a professional quality. The signs shall be pedestrian oriented in scale and placement. (R)

The use of a comprehensive sign plan shall be required for all new buildings and restored buildings. The comprehensive sign plan shall allow for unified and complete review to meet the requirements of the Specific Plan. (R)

Alleyways

Signs shall be provided at the rear of all buildings along alleyways to provide for clear identification of businesses. Signs shall state if alley entrance ways are available. (R)

Public Signs

A uniform signing program shall be implemented to clearly identify public buildings, parking lots, and points of historic significance. The signs shall be designed to complement the historic nature of the Downtown. (R)

Signage Materials

The focus of this section is to provide for materials which are compatible with the design, architectural and historic features of the building.

Appropriate sign materials may include the following: (C)

- a. Wood panels: routed, painted or sealed.
- b. Wood or metal panels: smooth finished and painted.
- c. Individually mounted letters: metal, nature cast of formed and painted or painted wood or plastic.
- d. Vinyl, letters, paint, or gold leaf for window signs.

- d. Vinyl, letters, paint, or gold leaf for window signs.
- e. Neon with clear background for interior mounted window signs only.
- f. Cast metal plaques, especially for small directory signs.
- g. Matte finished plastic insert panels, mounted behind glass frames, for directory signs.

Materials must be compatible with the building design or architecture. (R)

Sign Illumination

Illumination shall be by indirect means such as concealed or inconspicuous spot lights or back lighting. Signs cannot flash, scintillate, move or produce glare (75 foot-Lambert standard). (R)

Background illumination by means of decorative or concealed lighting is encouraged. This may include vintage wall sconces at windows, cornices or other architectural features; or any other form of indirect concealed lighting appropriate to the architectural character and function of the building. (C)



Pedestrian-oriented signage shall be placed perpendicular to building face at a minimum of 8 feet above sidewalk.

Downtown Identification

Downtown directory kiosks shall be provided at such central locations as the Plaza, Library, Post Office, and Freeman Park to assist pedestrians in the identification of public facilities, the locations of stores, and the time and location of upcoming public events in the Downtown. The kiosk location may be situated and designed in such a way to cover traffic controllers. Mid-block directories and/or bulletin boards shall be included. These kiosks and directories shall be designed to be compatible with the overall theme of streetscape design in the Downtown area. (R)

Downtown Street Banners

Street banners on street light poles may be permitted to announce either an on-going effort or a specific event of general community benefit or interest. The banners must meet the City's adopted policies and procedures for banners. (C)

A policy for street banners which hang across Main Street shall be reviewed by the City Council to determine the procedures for installation and design. (R)

Modifications to Zoning Ordinance

Modifications to the Zoning Ordinance are necessary to allow alley frontage signs, building name identification, shingle signs, and awning signs.

Streetscaping

Policy 1: Enhancements

Complement the Downtown and provide a more attractive environment for pedestrians.

- a. Allow private use and improvement of sidewalks and alleyways only when they will enhance the streetscape, will not unduly disrupt pedestrian and vehicular movement, and after obtaining necessary City permits.

- b. Alleys should remain in public use.
- c. Planter boxes which project into the public right-of-way are desirable if well maintained, designed and finished with materials and colors compatible with the building. Placement of planter boxes in or over the public right-of-way is subject to City approval. (C)
- d. Landscaping of public alleyways adjacent to commercial buildings is encouraged subject to proper maintenance and adequate clearance for vehicular traffic. (C)
- e. Placement of tables, chairs, and umbrellas on the public sidewalks for public use, directly in front of a given business is permitted subject to city review and approval. The number of tables permitted and other conditions of operation and approval shall be as specified by encroachment permit. (C)
- f. Tables, chairs, and umbrellas shall each be compatible in design and color and sturdy trash containers of a coordinating materials and approved design shall also be provided. (R)
- g. Furniture shall be of sturdy, substantial design, and materials which can withstand outdoor use and weather. Umbrellas shall be of weather resistant fabric coverings, and properly constructed and

secured. Furniture and umbrellas must be well maintained. (R)

- h. Placement of street furniture shall provide adequate clearance for pedestrian circulation. A minimum clearance of six feet shall be maintained to the face of the curb or any sidewalk obstruction (hydrant, sign, pole, planter, etc.) A clearance adjacent to the building facade is not required except for access. (R)
- i. Furniture and trash receptacles shall be removed daily prior to the closing of business. (R)
- j. Pedestrian walkways which are separated from traffic areas to provide a separate circulation system are encouraged. (C)
- k. The use of decorative paving techniques, such as stamped and colored concrete, is encouraged, particularly for pedestrian paths in parking areas. (C)

Policy 2: Equipment Screening

Minimize the visual impact of mechanical equipment and trash containers.

- a. Mechanical equipment or other utility hardware on roof, ground, or buildings shall be screened from public view with materials harmonious with the

building, or they shall be so located as not to be visible from any public ways. This includes satellite dishes. (R)

- b. Refuse and waste removal service yards, storage yards, and exterior work areas shall be screened from view from public way using materials in accordance with City standards. (R)
- c. The consolidating of waste containers shall be encouraged especially along alleyways. (R)
- d. Screening of places that are unsightly should be accomplished by the use of walls, fencing, planting, or combination of these. Screening shall be equally effective in winter and summer. These techniques should complement the architecture, color, and construction material of the primary building. (R)

Policy 3: Public Art

Support a public art program for the Downtown area.

The existence of public art in the Downtown is appropriate both as a reflection of community expression and also as an important contribution to property values.

All new development or significant redevelopment in the Downtown area shall be encouraged to either commission a piece of public art or make a contribution to a public art

fund. (C) Accordingly, the placement of the work or piece as well as the work itself must be reflective of its immediate surroundings. (R)

**"Abrupt change of mood;
exaggerated or microscopic
expression of personal or
community philosophy; surging
remembrance of things past; the
startling discovery of future
possibilities; suggestion of new
thought; recognition of
fundamental differences and
integrity without compromise.
These are some of the concepts
in the nature of public art"**

— Mariano Ryser

Policy 4: Pedestrian Oriented Building Elements

Strive to make buildings more attractive to pedestrians.

- a. Allow encroachments into the public right-of-way which add visual interest to building facades and the street without creating obstructions to pedestrian movements or visual disruption of the street wall subject to City approval. (C)
- b. Activities within retail commercial buildings should be visible from the street and pedestrian-ways encouraging visual connections between indoor and outdoor areas. Such visual connections create interest and make shopping more attractive as well as safer. (C)
- c. Awnings and covered sidewalks are strongly encouraged. They provide a unique element which shade a large commercial storefront from the hot summer sun and provide an excellent cover for pedestrians during the winter rainy season. In addition, permanent canopies provide visual interest and complexity, reducing the scale of building massing and can help identify entries to buildings. (C)
- d. Entries should be spatially defined with canopies, awnings and other building elements which help to identify them from pedestrian ways. Entries can be defined with building insets which provide a

transition between the public walkways and the more private, commercial interiors of buildings. Entries should be adequately lit at all times to eliminate dark, unsafe areas. (P)

- e. A reasonable mix of window and solid elements shall be provided at street level. (R)

Policy 5: Outdoor Eating

Encourage visible outdoor eating places to enliven the Downtown.

- a. Storefront seating for eating and take-out food services is especially encouraged along pedestrian walkways. The City encourages and permits outdoor eating, displays, and seating within the public right-of-way along sidewalks where practical and subject to City approval. (C)

Policy 6: Underground Utilities

Endeavor to remove visual clutter.

- a. New development should only be allowed with underground utilities installed or payment of fees for future undergrounding. (P)
- b. Continue to use Rule 20A for funding undergrounding of utilities.

- c. Redevelopment Agency funds shall also be utilized and leveraged where appropriate to provide for undergrounding in the core and along East Street. (R)

Policy 7: Exterior Lighting

Soften the impact of exterior lighting.

- a. Lighting should be designed to complement exterior architecture and landscaping. (P)
- b. Pedestrian areas should have lighting scaled at 12'-14.' (P)
- c. Lighting design and fixtures should be in keeping with the architecture and sensitive to adjacent areas by being reduced in glare. Lighting bulbs to be soft light, color corrected metal Halide. (P)
- d. Lighting fixtures selected for the Downtown area to be coordinated with the standard street light fixture style and to be used wherever possible in parking lots and other appropriate walk-way areas. (R)
- e. Exterior lighting shall be part of the architectural concept. Fixtures, standards and all exposed accessories shall be harmonious with building design. (R)

- f. Lighting shall conform to the provisions of the City Security Ordinance. (R)
- g. Placement of lighting should be coordinated with landscaping. (R)

Policy 8: Encroachments

Control public right of way encroachments to project pedestrian usage and minimize impact on the street environment.

- a. Second floor bay windows are encouraged. (C) Projections other than bay windows (i.e., bays with no openings, bay which encompass areas larger than window openings) are not permitted. (R)
- b. Balconies which overhang or project into the public street right of way may be permitted for individual window openings. (C) Such projections are limited to 30 inches. Exceptions shall be made for historic structures. (R)

Landscaping

The intent of the Landscape Guidelines is to fulfill both aesthetic and functional goals. These Guidelines are intended to supplement Article 22 of the Zoning Ordinance; development within the Downtown shall comply with these

Guidelines as well as Article 22. Landscaping within the Downtown is intended to do the following:

- 1. To create a recognizable unifying theme.
- 2. To create a unifying visual effect.
- 3. To create a clear definition between pedestrian and vehicular paths.
- 4. To provide for the improvement of the urban environment (air quality, temperature control, and water conservation) through a major planting effort.
- 5. To provide strong accents and focal points to distinguish and beautify the Downtown.

General Guidelines

- a. Create landscape schemes that are attractive year-round and easily maintained. (P)
- b. Landscape plantings should emphasize the use of native and drought tolerant plant species. (P) Irrigation systems should emphasize water conservation principles. (R)
- c. Every attempt should be made to save mature, healthy or heritage trees. (P)

- d. The scale of all landscaping should fit the scale of the project. (P)
- e. Coordinate placement of trees and other landscaping with locations of utility poles and lines, traffic control boxes, fire protection devices, electrical transformers, etc. (R)
- f. All areas within a landscape planter shall contain living groundcover or a combination of living and non-living groundcover. The maximum amount of non-living groundcover is 20 percent. (R)
- g. All soils are to be tested for their ability to support plantings and to determine the compatibility to imported topsoil. Compacted soil or engineered fill in planters is to be removed or amended with proper drainage provided. (R)
- h. In locations where plants will be susceptible to injury by pedestrian or motor traffic, they shall be protected by appropriate curbs, tree curbs, tree guards or other devices. (R)
- i. Consideration should be given to existing off-site conditions such as grades, berms, types of existing plant material, open space, and visibility in order to provide a level of consistency and recognition of off-site factors in the design of the project. (P)

- j. A variety of container sizes is encouraged. Typically, minimum sizes for landscaping within the public right of way are as follows:

15 gallon	Trees
5 gallon	Shrubs
1 gallon	Groundcover

For landscaping on private property, a mixture of 5 gallon and 15 gallon (or larger) trees are allowed. Landscaping on private property can also use shrubs from 1 gallon containers. (P) All landscape stock should be inspected by the project landscape architect prior to installation. No root bound plants should be used. Only healthy, well-formed, and vigorous plant material should be used. (R)

- k. A Landscape Maintenance Agreement with the City shall be recorded prior to issuance of a building permit to assure continuing maintenance. (R)

Landscaping requirements are grouped in two categories: *Public Right of Way Landscaping* and *On-Site Landscaping*.

Public Right of Way Landscaping

- (1). Street Trees. Street trees shall be planted whenever possible at the back of curb. Trees shall be planted within tree grates at approximately 50' spacing and

coordinated with placement of street light fixtures. (R)
Specific location and species of trees shall be as follows:

(a) East/West Streets. Along Main Street, Chinese Pistache and European Hackberry trees shall be planted within the tree grates. One Chinese Pistache tree shall be planted at the end of each block and the European Hackberrys shall be planted within the interior of each block. Along the other east/west streets (Court Street, Lincoln Avenue, and North Street), the same planting scheme as Main Street should be followed where the width of the right of way is adequate. In cases where the width of the right of way is inadequate to support the Main Street planting scheme, the appropriate location for street trees will be reviewed on a case by case basis. (R)



(b) North/South Streets. For streets oriented in a north/south direction (Third Street, Fourth Street, etc.), Chinese Pistache and Bradford Pears shall be planted within the tree grates. One Chinese Pistache shall be planted at the end of each block

and the Bradford Pears shall be planted within the interior part of each block. In cases where the width of the right of way is not wide enough to allow for this planting scheme, the location for street trees will be reviewed on a case by case basis. (R)

Street trees shall be a minimum 15 gallon in size and have a minimum caliper of 1'. Street trees shall be planted in a 4' square tree grate. The frame shall be McKinley Type RS - Radial Square 49" x 48". The material shall be cast iron and painted with flat black enamel. Root barriers shall be used. (R)

(2) Corner Planters. Along Main Street, landscaping planters shall be provided where feasible near each corner. Crape Myrtles shall be the type of trees within the corner planters. Shrubs and groundcover for these areas must be chosen from the plant list in Appendix B. (R)

(3) Other Landscaping. Non-traditional ways of providing greenery are encouraged and can locate within the public right of way. The location of items such as planter boxes, container or larger pots must be approved by City staff and an encroachment permit

obtained. Plant material shall be taken from the list specified in Appendix B "On-Site Landscaping". (R)

In some areas, the undergrounding of overhead utility lines will be a prerequisite to landscaping within the public right of way. (P)

On-Site Landscaping

Non-traditional means of providing greenery is encouraged, such as planter boxes, large pots, trellises and other shade structures. Plant materials should be chosen from Appendix B. (P)

GOALS

1. Promote site design that is appropriate and compatible with the historic quality of the community.
2. Stimulate high quality design and encourage creativity and diversity in the Downtown.
3. Promote the protection and improvement of historical structures..
4. Promote an attractive environment for pedestrians.

POLICIES

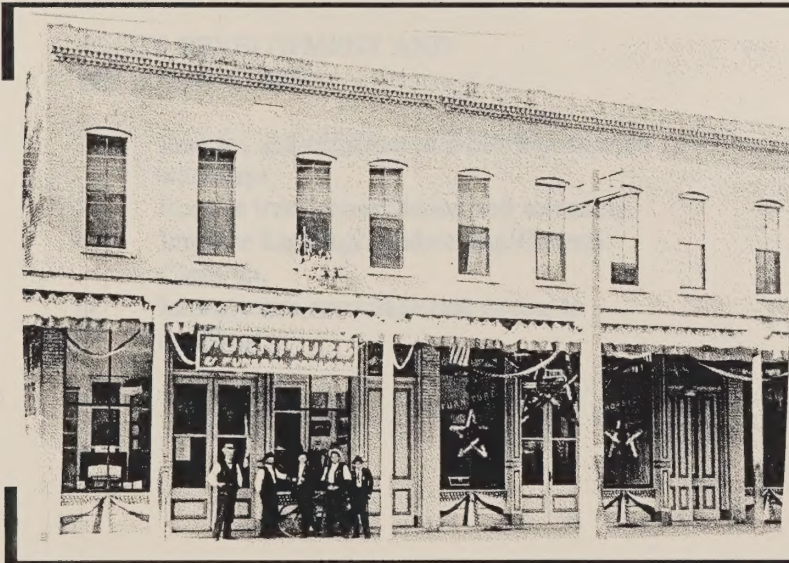
1. Protect historical resources, including the restoration of structurally unstable buildings..
2. Encourage design amenities that make Downtown pedestrian friendly.
3. Encourage a public art program.
4. Endeavor to construct new buildings and additions that are compatible with surroundings.

ACTIONS

1. Develop a restoration program to preserve existing historic structures.
2. Develop a restoration database to assist property owners in design of their projects.
3. Establish program to assist property owners in stabilizing unreinforced masonry.
4. Develop a signage program to identify historic buildings.
5. Preserve remaining historic signs.

6. Develop a uniform signage program to clearly identify public buildings, parking lots, and points of historic significance.
7. Locate directory kiosks at central locations in the Downtown.
8. Develop a street banner program.
9. Design and install freeway directional signs to "Historic Downtown Woodland".

(1986)



(1869)



(1993)

IMPLEMENTATION PRIORITIES

1. PARKING

- A. Require City prepare a Management Plan including funding mechanisms (such as an Assessment District).
- B. Provide for parking lot development.
- C. Begin site acquisition.

2. COMMUNITY PROGRAMS

- A. Contract with WDIA to plan and conduct a program of promotional activities within the core area.

3. ALLEY DEVELOPMENT AND BEAUTIFICATION

- A. Plan for and construct mid-block pedestrian walkways.
- B. Require trash consolidation and screening.
- C. Improve Lighting/Landscaping/General Clean-up.
- D. Improve and encourage rear access to buildings.

4. PEDESTRIAN FRIENDLY CIRCULATION ENHANCEMENT

- A. Adjust traffic signal timing to accommodate north/south cross street pedestrian traffic by reducing waiting time.
- B. Encourage "through traffic" use of Lincoln and Court Street using directional signs as a first step toward the ultimate proposal of a one-way couplet.

5. SIGNAGE

- A. Develop sign graphics depicting a consistent theme for downtown signs.
- B. Design and install freeway directional signs to "Historic Downtown Woodland."
- C. Design and install a downtown entrance sign at the oak tree at Sixth and Main Streets.
- D. Replace existing directional signs with newly designed theme signs.
- E. Install parking lot directional signs in the theme mode.
- F. Implement the building sign ordinance.

6. IN-FILL DEVELOPMENT

- A. Promote new residential and commercial development.
- B. Promote rehabilitation/utilization of existing vacant buildings.
- C. Develop bike/walking pathway plan line from Gibson Road to North Street.
- D. Install bike/walking green belt along the western right of way line of the Southern Pacific Railroad.

7. DEVELOP A MARKETING COUNCIL

- A. Designate a responsible staff person.

8. DESIGNATE A DOWNTOWN HISTORIC DISTRICT

- A. Adopt a Historic Preservation Ordinance.
- B. Strengthen Historic Preservation Commission.
- C. Provide adequate funding for Commission and its activities.

9. PLAZA ENHANCEMENTS

- A. Provide adequate shade.
- B. Re-examine tree selection in terms of concern for shade and make appropriate changes.
- C. Design and install a performing arts platform.
- D. Design and install a water feature.

10. EXTEND EXISTING STREETSCAPE ENHANCEMENTS

- A. Add kiosks/landscaping/art on the traffic control devices on sidewalks.
- B. Integrate diagonal parking on the north side of Main Street.
- C. Proceed with extension of streetscape improvements.

APPENDIX A - ISSUES

LAND USE ISSUES

1. Some downtown businesses need upgrading
2. Need greater mix of businesses
3. Housing/density
4. Vacant upper stories

COMMUNITY, CULTURE, AND ENTERTAINMENT ISSUES

1. Lack of diverse community/cultural entertainment opportunities.
2. Growing conflict between law enforcement and special activities

CIRCULATION ISSUES

1. Conflict between thoroughfare and destination - community perception that Main Street is a thoroughfare.
2. Alternative transportation not readily available.
3. Pedestrian conflict with vehicular traffic and bikes on sidewalk.
4. Skateboarding and roller-skating in downtown area.
5. Lack of access to Main Street from parking.
6. Regional transportation patterns that result in through traffic on Main Street

PARKING ISSUES

1. Update parking management plan
2. Lack of parking availability/accessibility
3. Underdevelopment of parking on private land
4. Need reasonable lighting guidelines for parking lots.
5. Conflict between air quality regulations and parking/auto use.

6. Too many parking spaces in long-term usage by employees of downtown businesses and government establishments.

ENVIRONMENT ISSUES

1. Many of the downtown structures are in need of renovation or removal.
2. Need shading of sidewalks
3. Need for improvements of facades, signs, streetscaping - neglected look.
4. Need streetscaping

ECONOMIC ISSUES

1. Indifference of absentee owners to downtown upgrading objectives.
2. Lack of window dressing efforts on part of downtown retailers.
3. Excessive downtown vacancies, including large, intimidating, empty retail spaces and upper story spaces.
4. Lack of diversity in retail and commercial service offerings.
5. Generally unattractive environs.
6. Existence of many uses incompatible to downtown upgrading objectives.
7. Competition from new regional center and other major retailers.
8. Expenditure leakage to other cities by Woodland residents.

APPENDIX B - PLANT MATERIAL

PUBLIC RIGHT OF WAY LANDSCAPING

Street Trees (botanical name/common name)

Pistachia chinensis/Chinese Pistache
Pyrus calleryana "Aristocrat"/Pear
Pyrus calleryana "Bradford"/Pear
Celtis australis/European Hackberry

Corner Planters/Other Landscaping

Trees

Lagerstroemia indica/Crape Myrtle

Shrubs

Berberis thunbergii "Atropurpurea"/Japanese Barberry
Xylosma congestum compacta
Dietes Vegeta/Fortnight Lily
Raphiolepis indica "Ballerina"/Indian Hawthorn

Ground Covers

Euonymus fortunei "Colorata"
Trachelospermum jasminoides/Star Jasmine

Annuals

Zinnia haageana "Old Mexico"/Zinnia
Zinnia augustiflora/Zinnia
Tagetes tenuifolia "Lemon Grass"/Marigold

ON-SITE LANDSCAPING

Trees

Celtis australis/European Hackberry
Celtis sinensis/Chinese Hackberry
Cedrus atlantica "Glauca"/Blue Atlas Cedar
Carpinus Betulas/European Hornbeam
Cedrus Deodara/Deodar Cedar
Flowering Plums
Ginkgo Biloba/Maidenhair
Lagerstroemia indica/Crape Myrtle
Laurus Nobilis/Grecian Laurel
Ligustrum lucidum/Glossy Privet
Liriodendron Tulipifera/Tulip Tree
Magnolia soulangiana/Saucer Magnolia
Malus/Crabapple
Pinus canariensis/Canary Island Pine
Pinus halepensis/Aleppo Pine
Pinus pinea/Italian Stone Pine
Pistachia chinensis/Chinese Pistache
Platanus acerifolia/London Plane Tree
Pyrus calleryana "Aristocrat"/Pear
Pyrus calleryana "Bradfordii"/Pear
Pyrus kawakamii/Evergreen Pear
Quercus suber/Cork Oak
Quercus ilex/Holly Oak
Quercus lobata/Valley Oak
Quercus virginiana/Southern Live Oak
Rhus lancea/African Sumac
Sapium Sebiferum/Chinese Tallow
Sequoia sempervirens/Coast Redwood

APPENDIX B - PLANT MATERIAL (Cont.)

Shrubs

Abelia "Edward Goucher"/Pink Abelia
Agapanthus africanus "Alba"/White Lily of the Nile
Agapanthus africanus /Lily of the Nile
Arbutus unedo compacta/Compact Strawberry Tree
Arctosaphylos bakeri "Louis Edmonds"/Louis Edmonds
Manzanita
Arctosaphylos densiflora "Howard McMinn"/Howard
McMinn manzanita
Arctosaphylos hookeri/Monterey Manzanita
Berberis thunbergiana "Atropurpurea"/Japanese Barberry
Ceanothus spp.
Cercis occidentalis/Western Redbud
Cistus skanbergii/Hybrid Rockrose
Cotoneaster lacteus/Parney Cotoneaster
Dielsia Veitchii/Fornight Lily
Escallonia "Newport Dwarf"/Escallonia
Euryops pectinatus/Euryops
Grevillea "Noelli"/Grevillea
Hebe "Coed"
Hemerocallis aurantiaca/Day Lily
Heteromeles arbutifolia/Toyon
Juniperus chinensis "Mint Julip"/Chinese Juniper
Nandina domestica/Heavenly Bamboo
Mahonia aquifolium/Oregon Grape
Photinia
Pyracantha "Santa Cruz"/Firethorn variety
Raphiolepis indica "Ballerina"/Indian Hawthorn
Rhamnus californica "Eve Case"/Eve Case California
Coffeeberry
Viburnum tinus compacta/Laurustinus
Pittosporum tobira "variegata"/Variegated Pittosporum
Pittosporum tobira "Wheeler's Dwarf"/Tobira

Xylosma congestum compacta

Ground covers

Ceanothus gloriosus/Pt. Reyes Creeper
Coprosma Kirkii
Euonymus fortunei "Colorata"
Gazani sp./Gazania
Hedera helix/English Ivy
Hypericum calycinum/Aaron's Beard
Juniperus horizontalis "plumosa"
Juniperus procumbens "Nana"/Dwarf Juniper
Juniperus sabina "Buffalo"
Myoporum
Ribes viburnifolium/Evergreen Currant
Rosmarinus officinalis/Rosemary
Vinca Minor/Dwarf Periwinkle

Annuals

None specified

APPENDIX C - STANDARDS FOR REHABILITATION

National Trust for Historic Preservation

The Secretary of the Interior's

STANDARDS FOR REHABILITATION

(Originally published 1977, revised 1990)

The Secretary of the Interior is responsible for establishing standards for all national preservation programs under Departmental authority and for advising Federal agencies on the preservation of historic properties listed or eligible for listing in the National Register of Historic Places.

The Standards for Rehabilitation, a section of the *Secretary's Standards for Historic Preservation Projects*, addresses the most prevalent preservation treatment today: rehabilitation. Rehabilitation is defined as the process of returning a property to a state of utility, through repair or alteration, which makes possible an efficient contemporary use while preserving those portions and features of the property which are significant to its historic, architectural, and cultural values.

The Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility.

1. A property shall be used for its historic purpose to be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of the property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

3. Each property shall be recognized as a physical record of its time, place and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural features or architectural elements from other buildings, shall not be undertaken
4. Most properties change over time: those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing feature shall be sustained by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources

APPENDIX C - STANDARDS FOR REHABILITATION (Cont.)

must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

*U.S. DEPARTMENT OF THE INTERIOR,
NATIONAL PARK SERVICE*

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National Trust Of Historic Preservation
1785 Massachusetts Avenue, N.W.
Washington, Dc 20036
(202) 673-4000*

A second reference book which may be useful for rehabilitation purposes is:

Masonry: How to care for Old and Historic
Brick and Stone,

Mark London, the Preservation Press, 1988

APPENDIX D - ARCHITECTURAL STYLES

ARCHITECTURAL STYLES OF HISTORICAL DOWNTOWN WOODLAND*

Renaissance Revival: A style displaying arched window openings and strong horizontal lines and emphasizing massiveness, e.g.: Porter Grocery & Alexander Building (1875), 513 Main Street.

Italianate: Based on Italian Renaissance palazzos and provincial villas, the style incorporated Renaissance features such as balustrades, bracketed cornices, arched windows decorated with hood moldings, and classical columns, e.g.: Beamer Place (1892), 708-14 Main Street; Armstrong & Alge Building (1890), 604-06 Main Street; Hyman Building (1890), 608 Main Street.

Richardsonian Romanesque: A style emphasizing heaviness and solidity by using rugged-looking stone facings. Heavy-looking arches are a common feature of this style. American architect Henry Hobson Richardson developed the style in the 1880's, e.g.: Diggs-Leithold Building (1893), 619-21 Main Street; Jackson Armfield Building (1893), 617 Main Street.

Mission Revival: A style characterized by arches, tile roofs, scallop-shaped parapet, and smooth plastered walls. The design is inspired by the Spanish missions and became popular beginning about 1900, e.g.: City Hall (1932), 300 First Street; Woodland Public Library (1905), 250 First Street.

Beaux Arts: An eclectic style emphasizing an integrated mixture of classical detailing, e.g.: Yolo County Courthouse (1917), 725 Court Street; Porter Building (1913), 511 Main Street.

Spanish Colonial Revival: A style similar to Mission Revival, both derived from the Spanish period in Mexico. Tile roofs, use of arches, and plastered walls are common features. Spanish Colonial differs with wrought iron ornamentation, balconies, towers, gabled roofs, and occasional decorative moldings, e.g.: Hotel Woodland (1928), 436 Main Street; Woodland Elks Lodge (1926), 500 Bush Street; Woodland Post Office (1935), 720 Court.

International: Developed in the 1920's, International style features are simplified geometric volumes and an absence of ornament; e.g.: Purity Market Building (1939), 528 Bush Street.

Modern (Art Deco and Streamlined): A style popularized in the 1930's characterized by rounded corners at wall intersections and horizontal or vertical banding. Walls have a smooth finish with articulation in the form of slight offsets in wall surfaces, fluted pilasters, and simple moldings. Glass blocks are sometimes used as windows or window walls; e.g.: Mulcahay Building (1936), 443 First Street; State Theater (1937), 322 Main Street; Yolo Grocery Building (1939), 534 Bush Street.

* "Historical Downtown Woodland Walking Tour" booklet, 1992.

APPENDIX E - SURVEY CRITERIA

I. ARCHITECTURAL CRITERIA

- A. Structures that embody unique characteristics as follows:
 - 1. Historically accurate stylization
 - a. Accurate representation of a master style
 - 2. Original or unique building types or forms
 - a. Local or regional influence
 - b. Uniquely individual
 - 3. Representative combinations of master styles or effects
 - 4. Historically significant engineering solutions
 - a. Structural principles
 - b. Method of detailing or joinery
 - c. Materials used
 - 5. Representations of important personages involved in construction
 - a. Architect/Designer
 - b. Contractor/Builder
 - c. Craftsmen
 - 6. Representations of significant architectural values
 - a. Special quality
 - b. Site planning

II. HISTORICAL CRITERIA

- A. Sites, objects or structures identifiable with unique characteristics as follows:
 - 1. Significant events
 - a. Cultural
 - b. Political
 - c. Ethnic
 - d. Military
 - e. Economic
 - f. Social
 - g. Civic
 - h. Archaeological
 - 2. Unique utilization
 - a. Manufacturing process
 - b. Food processing
 - c. Transportation
 - d. Educational
 - e. Mining
 - f. Farming
 - g. Maritime
 - 3. Important personages identified with its use
 - a. Owner
 - b. Tenant
 - c. Guest
 - 4. Age
 - a. Earliest structures of a district community

III. ENVIRONS CRITERIA

APPENDIX E - SURVEY CRITERIA (Cont.)

A. Sites, objects, or structures identifiable with unique characteristics as follows:

1. Structures of nonqualifying characteristics but which due to their location and relation to qualifying structures, lend a unifying quality to the architectural fabric of an area or district.
2. Open spaces critical to neighborhood or qualifying structures.
3. Significant grounds or gardens.
4. Significant interiors and furnishings.

IV. PHYSICAL CONDITION CRITERIA

A. Good: Structurally sound but perhaps some cosmetic improvements necessary.

1. Painting
2. Small amount of missing ornamental trim.
3. Glazing or screening.

B. Fair: Minor structural work required but non structural work of a more serious nature.

1. Reroofing
2. Sash replacement
3. Major part of ornamental trim missing.
4. Sagging porch or roof members
5. Chimney repairs

6. Mortar joint pointing.

7. Small amount of structural dry rot

C. Poor: Serious structural or architectural improvements are required.

1. Exterior footings missing or very unlevelled.
2. Trim or siding removed.
3. Major dry rot
4. Serious roof leaks
5. Large settlement cracks in masonry walls.

V. ARCHITECTURAL REVISIONS CRITERIA (CORRUPTIVE TRANSFUSION)

A. None or minor

1. Original condition and features remaining or easily restored.

B. Moderate--sparing or fragmentary.

1. Somewhat in character if not easily removable
2. Easily removable
3. Revisions located away from prime elevation

C. Major

1. Revisions great enough to destroy or eliminate architectural integrity and stylization

APPENDIX F - NATIONAL REGISTER

<u>HISTORIC NAME</u>	<u>ARCHITECTURAL STYLE</u>	<u>ADDRESS</u>
<i>Buildings Recommended for National Register ¹</i>		
Brown Residence	Italianate Victorian	422 Lincoln Avenue
Capital Hotel	Italianate Commercial	601 Main Street
Armstrong & Alge Building	Italianate Commercial	604-606 Main Street
Hyman Building	Italianate Commercial	608 Main Street
Jackson-Armfield Building	Richardson Romanesque	617 Main Street
Diggs-Leithold Building	Richardson Romanesque	619-621 Main Street
Trools-Traynham Building	Victorian	615 Main Street
St. Louis - Park	Tuscan	125 Oak Street
Walnut Street School	Mission Revival	175 Walnut Street
Mulcahay Building	Streamline Moderne	443 First Street
Christian Scientist Church	Gothic Revival	450 First Street
Lowe Marks Residence	Queen Anne Victorian	458 First Street
Johnson-Robb	Second Empire	609 Third Street

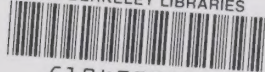
Buildings Eligible for National Register ²

Woodland Grain & Milling Company	Industrial Vernacular	1059 Court Street
Woodland City Hall	Mission Revival	300 First Street
Southern Pacific Train Depot	Classic Revival	1110 Lincoln Avenue

¹ From Woodland Historical Resource Inventory Final Report 1981-82
recommended National Register Nominations Page 16-18

² From various Historical Resource Inventory Survey Forms

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